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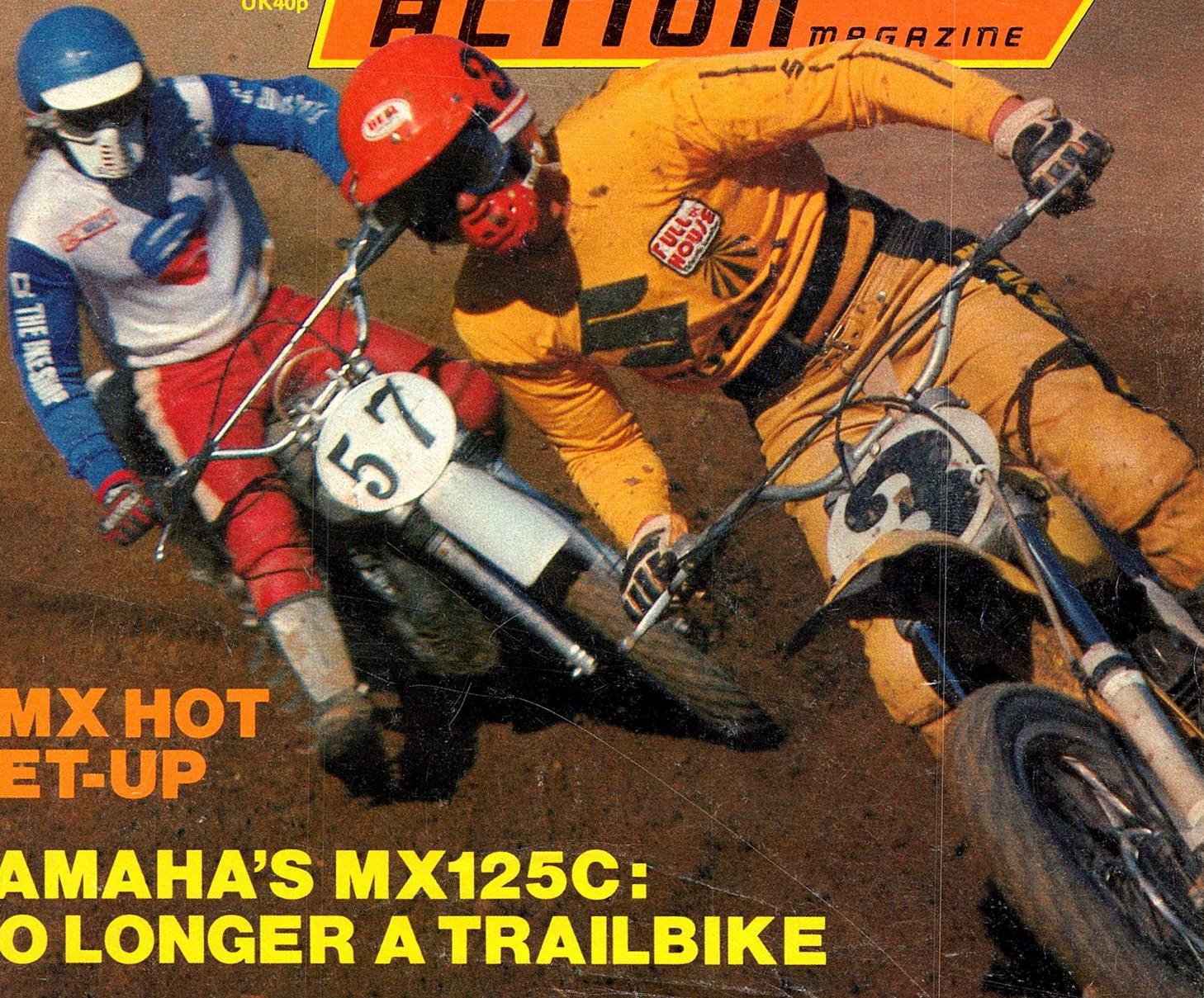
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MOTOCROSS ACTION MAGAZINE

MARCH 1976

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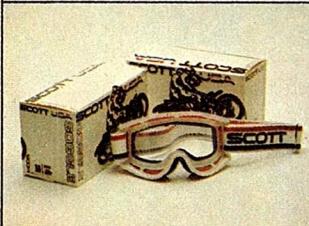
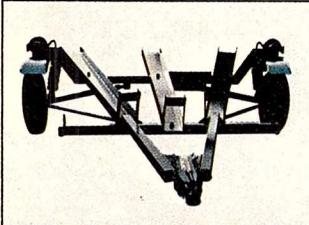
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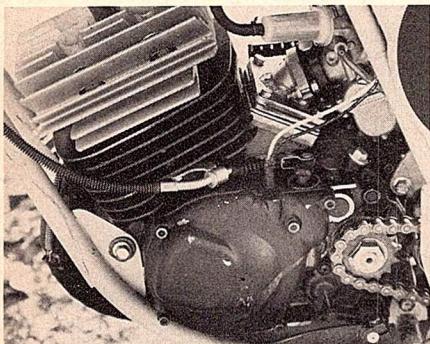
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YAMAHA MX125C TEST



BICYCLE MX HOT SET-UP



DG CASE INDUCTION



MORE TRANS-AMA COVERAGE

MOTOCROSS ACTION MAGAZINE

MARCH 1976
VOLUME FOUR
NUMBER THREE

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It really is a "better machine"

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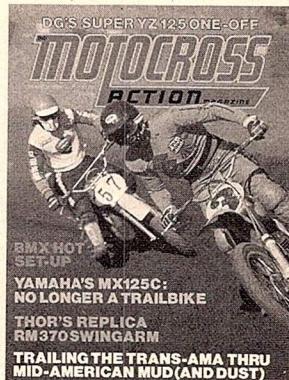
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Texas Trans-AMA winner Tony DiStefano serves as Mike Gillman's beacon through a typical series dust storm. Photo by Mike Kerley.

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ON THE MAIN JET

By DICK MILLER



A recent "expose" on the Inside Story of Dope and Racing by the editors of another moto-monthly has done as much for racing (motorcycles) as the Surgeon General's done for cigarettes.

The article didn't mean much to me, mainly because I know the editor and assumed it was supposed to be entertainment for his readers rather than an in-depth study of dope in racing. Maybe I was wrong!

My concern started when I began to feel the uproar and repercussions of his article around me. It seems that numerous people who read the article took it seriously, and a reason for my major concern is that most of these are teen-agers.

Example: One of the kids who works for Al Baker Racing came into the shop after reading the article on dope and was all jazzed about it and asked Al if it really worked because maybe he'd try it (get loaded before a race). Al freaked out and tried to explain that it was a bunch of crap and for the kid to forget it, dope doesn't make you faster. Then he called me, wondering how many other kids are thinking the same thing. I started to wonder about it too! Moreover, I started wondering about how many parents of these kids had glanced through or read the same article. Bye-bye motorcycle for them, unless they have pretty understanding parents. Speculating even further, I started wondering

about the kids who have been bugging their parents to let them have a bike, only to have something like this waste their chances.

I'm not going to moralize about you or anyone around you using dope, because it's not my place to do so; besides, I'm a firm believer in live and let live. I don't have much respect for people who can't handle what they're into, especially something that messes with their head. Getting loaded, whether it's dope or liquor, is a personal thing as long as you aren't adversely affecting the people around you. I think there is no way of racing while under the influence without affecting the people around you.

The editor and author of the "expose" made a statement disclaiming any position either way regarding the story or interviews, and said that many of the racers he approached would not consent to an interview. False names were used to protect the racers interviewed from legal action. Bullshit.

An anonymous interview is about as pertinent as the toilet paper it's written on. Legal action against anyone from saying they did this or did that is next to impossible and is a cop-out (no pun intended). The truth of the matter is, the people (racers) interviewed were losers or anonymity wouldn't have been important to them. The article as written was supposed to be for information only. Nothing was to be construed from its content, but that's next to impossible since it's so one-sided and so obviously pro-dope. It may be camp or the "in" thing to talk about dope or relate to it, and most of us are guilty in this respect, but I'm not just talking about smokin' some weed. If any of you actually believe that there is anything but a very small minority of "racers" using dope in order to further their racing careers, then

you're very gullible indeed.

There are extremes in everything and racing motorcycles is no exception to this. Obviously there are some people who go to extremes to make up for their own inadequacies, and maybe narcotics is their bag or maybe they just talk a lot about it. How many times have you seen the big talker ruin his credibility when he's finally forced to put out in order to back up the reputation he's established by all his talk.

We've all been subjected to the stories and exploits of the "great lover" in our midst only to learn later that he was more talk than action. The same goes for the pseudo-racers among us. Who knows how many times I've stumbled into a conversation about a race and listened to some guy's exploits about winning or almost winning, only to learn that he was talking about a race that I had participated in and I knew the *true* facts.

Surely it's happened to you too, and if it has you'll understand that the point I'm trying to make is one of credibility. It's like an expert taking lessons from a six-year novice. If this guy knows so much how come he's still a novice? You seldom hear the experts brag because they don't have to. They prove themselves by actions rather than talk.

I have known a great many past and present "winners" in motorcycling, and of all of these racers I've never heard *one* admit to sharing his success with a narcotic. There may be a champ out there who's done it, but he certainly isn't proud enough of it to tell the world. If he wants to step forward now I'll let him have this column to do so, and I'll guarantee no legal action against him. Any takers?

I have mixed emotions about doing this column. I hate to give any more exposure to an interview with four anonymous squids who are glorifying dope with racing. Talk is cheap and we don't need that kind of talk. No good can come of it.

As I said before, what *you* do is your own business as long as you aren't adversely affecting the people around you. If you feel that getting loaded will help you beat me or any of my friends, then I'll gladly concede if you're so inclined. I'd sure hate to see anyone get hurt because his head wasn't on straight.

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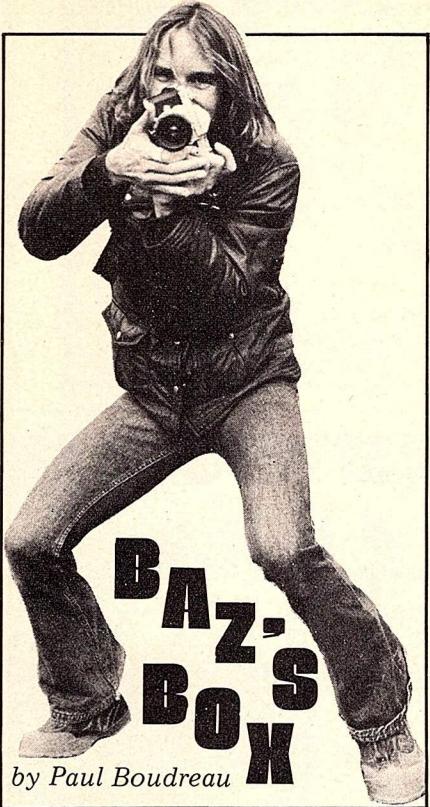
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MOTOCROSS/MARCH 1976 5



"Ernestine, I guarantee you this is going to be more fun than you ever had in your whole life. I just can't wait to get there." I was bubbling.

She was skeptical. "It better be. I'll need a little fun to balance getting up at four o'clock in the morning. It's not even *light* yet."

"It's all part of the excitement of motocross," I explained. "Getting up early, three-hour drive to the track, being the first one in the pits, the race: It's all very thrilling."

"Well, I don't see how I can get thrilled if I can't even keep my eyes open." She gave me her droopy look, the same one she gave me when Flea and I picked her and her sister up a half an hour ago.

"You wait, Ernestine. You just wait. You'll see." I was confident. What could be more fun than a motocross? I adjusted the bass on the old AM radio bolted under the dashboard of my '56 Econoline and swung onto the expressway. Ernestine pulled her jacket up around her neck and snapped her eyelids shut in deliberate sleep. Flea and Trixie were passed out in the back of the van with Fang the Sang and Flea's CZ and all the greasy toolboxes, gas cans and junk-filled

milk crates that comprise the substance of any half-assed motocross team like ours.

I turned down the volume a bit on Reverend Bob and the Pulpit of the Holy Grail, and brought the Econo up to a steady 70. Being first in the pits wasn't really all that thrilling, but it meant I'd be first on the sign-up sheet, which meant I'd get pole position for the start of the first moto, and the way I raced I needed all the help I could get. They slept while I planned the holeshot I would get in the first race. Boy, wouldn't that just blow Ernestine *away*.

Precisely at 7:30 a.m. we pulled up to the pit gate just as the attendant, yawning and scratching at his long johns, popped open the padlock.

"You boys are here early," he said, drawing his nose out of a coffee cup.

"Always like to be first," I said, smiling and snapping my gum. I handed him four bucks for me and Ernestine, hoping he wouldn't notice the two bodies sprawled in the back.

"Plus four more for the two in the back," he said casually into his cup. He probably used to be a dope inspector for the Mexican border patrol.

As we jounced down the rutted pit road, the crew began to stir.

"Can't you pick a smoother road?" Ernestine was her usual glorious self.

"Huh? Wha? Are we there yet? I have to go to the bathroom." As usual, Trixie was sharp as a tack.

"Park by the pit gate, Bazzer." Flea was a callused veteran of Sunday motocross. "So we won't have to push your bike so far when it breaks." He's also a comedian.

"No, park by those trees so I can sit in the shade." Ernestine would turn violent when exposed to the sun for too long a time.

"Naw, park by the pit gate so we can watch what's going on." Flea didn't take any shit from Ernestine.

"Park by the johns." Trixie had a one-track mind.

"Park by the pit gate, Bazzer." Flea was insistent. I, of course, being the captain of the ship, would make the final decision. Most Bultaco owners like myself favored the tops of long smooth hills to aid cold morning starts. I took command. "We'll park by those trees," I said with authority. I'd push-start my bike up the Matterhorn before I'd allow Ernestine to grow cranky in the sun.

While Flea unloaded and Ernestine went back to sleep and Trixie went to the bathroom, I hung around the sign-up table waiting for the guy. There were 12 of us in line when he showed up.

"First in line again, eh Baz?" "Yes," I replied. "The secret of winning is to get the holeshot and wheelie away. The guy in the pole position at this stupid track always gets the holeshot. If I sign up first I get the pole position, *ergo* the holeshot. Then all I have to do is wheelie away."

"Pretty smart. Good luck. Next." He was obviously not impressed.

But to get the holeshot your bike has to be running, and as usual Fang the Sang wasn't. Ninety-nine kicks and 14 bump-starts and still Fang would not wake up. I checked the spark but for some reason I couldn't decide whether or not I was getting any.

"Why don't you stick a screwdriver into the spark plug cap and hold it while I crank the engine? That's one way to find out." Flea was right. That would do it for sure. I jammed my number six Phillips into the Lodge plug cap and gave Flea the word to kick it over. But when he clicked out the pedal on the starter lever, it suddenly occurred to me what I was doing.

"WAIT!" I yelled pulling my hand away. "Here, Flea, *you* hold the screwdriver and I'll kick the engine."

"Nothing doing, Bazzer. This is your bike so you hold the screwdriver. It's no big deal. I've done it a million times. It won't kill ya." Yes, but 20,000 volts could do a lot to upset my equilibrium.

With sweaty fingers (good conductors) I held the screwdriver like a dead rat, ready to toss it away at the first sign of life. "OK, Flea. NO WAIT!" I closed my eyes. "OK, NOW! NO! WAIT!" My brain was seizing. "Alright, go ahead. NO! I can't."

"Jeez, Baz." Flea thought I was a real puss.

Ernestine came over and grabbed the screwdriver out of my hand. "You men," she said. "Kick it over, Flea."

Flea grinned like the devil and fired off five quick kicks.

"Hah! Nothing!" she laughed. "Your Femsa died in the night again." She tossed the Phillips back and retired to the trees.

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Later, we stood by the fence to watch Flea's race.

"It's too hot and dusty here. I want to go back to the van." Ernestine was a joy to be with.

"Ugh! The johns here are filthy and the one I picked didn't have a lock on the door." Trixie was on her usual track.

I, of course, was involved in the race. "LOOK! Flea got the holeshot! He's in the lead! See that? That's your basic cross-up over the jump. And that? That's your basic bermshot."

Ernestine was filing her fingernails and Trixie was checking out some dink walking by in his bathing suit.

"Look, girls!" I was exuberant. "Here comes Flea down the straight-away. That's your basic peace sign wheelie." I turned to Ernestine. "Boy, he's really gassing it."

"Oooooo!" squealed Trixie. "What do you call that?"

I looked back just in time to see Flea bail off the back of his CZ.

"That," giggled Ernestine, "is your basic loop-out. Better go to the bathroom now, Trixie. I think it's almost time to go home."

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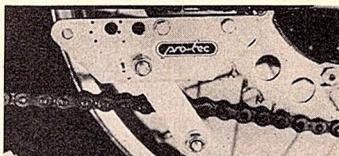
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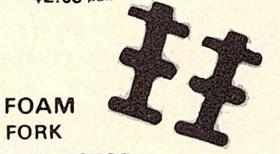
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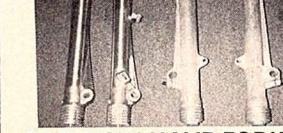
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DIRT

By Holbert Holquist

HOLBERT'S HOT FLASHES!! By the time of this year's U.S. Grand Prix, there'll be a new DeCoster to be reckoned with. The only question is, will it be a boy or a powder puff? Anticipatory congrats to the proud parents-to-be, Roger and Laurie.

* * *

Tinseltown huzzahs for Holbert's buddy Peter Starr, who won an award at the recent Paris Film Festival for his Roger DeCoster feature.

* * *

Wacky? Did someone say, "wacky?" Well how about that big motorcycle accessory aftermarket show in Vegas a few months back? Holbert thought he'd drop in and preview the goodies that are gonna be laid on us consumers in the months to come, but I backed off quick when the guy in charge told me there was an admission fee of one hundred big ones for the press. Whew! And they wouldn't even let me put it on my Frederick's of Hollywood credit card. My Nevada trip wasn't a total waste, though. Linda Lovelace was doing her thing, or *something*, just down the street and in person for only \$3.50 admission. I used the \$96.50 I saved to take that wacky woofie out to dinner.

* * *

BELL BLUES. Holbert hears that a lot of Bell helmet distributors are a bit hot under the chin strap about Bell making its line available through the Sears Catalog.

* * *

And speaking of those wacky guys and gals at Sears, anyone gotten a load of page 602 of Sears' Fall/Winter '75 catalog? Seems there's a pic there that's drawn a lot of mail from eagle-eyed ladies all over the country and has *Playgirl Magazine* screaming about unfair competition. Holbert took a look and wasn't quite sure just what he saw, but a lot of the gals around the office were sure tittering about that boxer short sneak peek.

BLOOD & GUTS DEPT.: Well, fans, those cut-throat factory signing wars are over for another year, and your favorite riders are down at their local tailors getting fopped-out in the latest MX fashions with all the new colors. Team Honda includes a lot of old, familiar faces — meaning Marty Smith, Pierre Karsmakers, Rich Eierstedt and Tommy Croft — and one new one, Don Kudalski, who'll campaign in Florida and east coast events. Team Kawasaki has stayed pat too, with Gary Semics and Steve Wise to do the honors. Tim Smith, Kawasaki team manager, says that maybe Big Green will hire another top rider later, but who, sez Holbert, will be left? At Yamaha they're going with Jim Weinert, Southern California hotshoe Bob Hannah and probably another "name" guy (could it be Danny Turner, sports fans?), as well. Meantime, Suzuki is stacking the deck. Tony DiStefano and Billy Grossi have been joined by ex-Maico stormer Steve Stackable, and there's talk about hiring a less-well-known pro to keep Sugar Bear company in the 125 wars. Husqvarna is playing it close to the Jofa, sticking with Kent Howerton and maybe Nils Nilsson in this country. And Maico? Well, maybe Gaylon Mosier will get a full ride now. He deserves it.

* * *

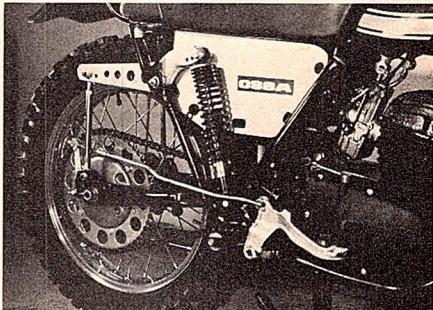
Boyl, let me tell you, things are getting increasingly bizarre in the race to put out a technically superior machine. For instance, have a look at this first photo. It's the Harry



Everts Replica 250 Puch, one of a limited number (probably about 100) which Puch is building to celebrate their new world championship. It has all the usual nice stuff like an electronic ignition, Marzocchi forks, gas shocks, chrome moly frame and a claimed 40 horsepower. But wait, what's this? See the manifold leading into the right sidecover — does that mean it's a rotary valve? Nope, what it means is that the Everts Replica has both

cylinder and case induction (just like the RM250 and 370 Suzukis), but that the Puch uses two carburetors to feed the two separate manifolds. What do you think of that?

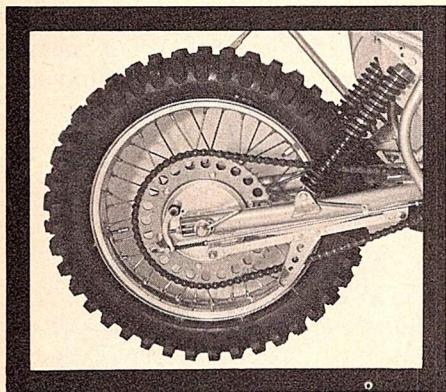
More strangeness. Take a look at this second photo. What your



wondering eyes see is the brand-new Bolger Suspension System, designed by New England's Joe Bolger and marketed by Ossa Parts and Service Corp. (P.O. Box 36, Schenectady, New York 12301). According to Ossa, the Bolger system offers "a systems engineering approach" to the problem of long travel rear suspension . . . and overcomes most of the disadvantages of present day solutions." Why? How? Well, Ossa Parts says that with the Bolger system you can use softer springs (stiff springs can negatively affect the hydraulic damping characteristics of shocks); that the near-vertical, central positioning of the shocks offers less chance of damage; that there is longer shock absorber life because of more direct loading of the shocks and a substantial reduction of the "bending movement" that normal LTR mounted shocks are subjected to. Ossa also says that the Bolger system puts less load on swingarm bushings, puts less mass at the rear of the bike, and diminishes unsprung weight, because the swingarm (being under less strain) requires less reinforcement and makes for a better distribution of forces, including a reduction of frame compressive stresses. If you're interested, the Bolger system also allows you to use whatever combination of shocks and springs you like, and has 36 different combinations (two shock positions and nine connecting rod positions) so you can fine-tune for your particular needs. By the time you read this the Bolger Suspension System will be available to owners of Phantoms, Super Pioneers and Desert Phantoms through Ossa dealers. Does it work? We'll let you know.

III

MAICO '76



THE ADOLF WEIL REAR SUSPENSION
Maico's revolutionary cantilevered suspension, with heavy duty Girling gas filled shock absorbers.



THE NEW 1976 MAICOS ARE HERE... AW-250 • AW-400 • AW-450

Everyone knows that Maico builds winners. And now, the new Maico AW models for '76 surpass everything anybody has to offer. ■ New engineering features gives you a vastly superior motorcycle. Handling? Nothing can out-handle a Maico, nor can any other MX motorcycle match Maico's super traction. ■ Maico

is first again with the revolutionary Adolf Weil cantilevered suspension, with heavy-duty Girling gas filled shocks. The longer swing arm is mounted one inch farther forward for improved geometry and better chain position. And, the rear wheel now has

9" up and down travel. A new shoe-type chain tensioner is pressure mounted at the swing arm pivot. ■ Here are more outstanding features you'll find on Maico AW's for '76:

- 5 SPEED GEAR BOX ON ALL MAICO AW MODELS.
- BEEFED-UP GEARS, NOW 25% LARGER.

- LONG STROKE ENGINE WITH EXTRA-WIDE TORQUE BAND.
- HEAVY FLYWHEELS FOR BETTER TRACTION.
- LONGER SWINGARM MOUNTED ON NEEDLE BEARINGS.
- LONGER FRONT FORKS EXTEND TO 8.7" TRAVEL.
- FORK TUBES NOW FEATURE DOUBLE OIL SEALS.
- METZELER TIRES ON SHOULDERLESS AKRONT RIMS.
- NEW DESIGN HI-IMPACT PLASTIC FENDERS.
- STEERING HEAD FEATURES TAPER ROLLER BEARINGS.

Put it all together and you have a truly exciting new machine. You'll have the BEST handling and performing motorcycle anywhere, at any price! ■ To complete the picture of the great new Maico AW's for '76, see your dealer and check it out. It's an experience you shouldn't miss.

SEE YOUR DEALER OR WRITE FOR FREE LITERATURE



EAST: Maico Motorcycles, Inc. ■ 109 Electric Avenue ■ Lewistown, Pennsylvania 17044

MID-CENTRAL: Debenham Imports ■ Route 1, Box 211 ■ Antioch, Illinois 60002

WEST: Cooper Motors ■ 110 East Santa Anita Avenue ■ Burbank, California 91502

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MOTORCYCLES AND PARTS

SUPPLIER FOR:

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Oury Grips	\$ 3.25/pr.
Trelleborg tires	\$38.95/ea.
Metzeler tires	\$36.95/ea.
Bridgestone tires	\$36.95/ea.
Bilstein shocks	\$99.95
Girling shocks	\$89.95
Kayaba shocks	\$89.95
Ken Ross springs	\$16.95
Jofama leathers	\$99.95
Viking leathers	\$69.95
Bill Walters leathers . . .	\$89.95
Koho leathers	\$99.95

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CYCLE**

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MAIL ENTRIES

IT'S SWELL

My eight-year-old brother has an extensively tricked-out CR250 Elsinore. It has plastic fenders, frame, engine, wheels (two-inch rear, two and a half-inch front), pipe, forks, bars, etc. He pushes it to the limit at the local track (Drainage Ditch MX Park). I will be looking for a test of this machine in the future, so you'd better get on the phone to Mattel right away.

Steve Brown
Montreal, Quebec

(After what Baz did to that Barbie Doll, Mattel won't answer our calls.
—man. ed.)

SISSY STAFFERS

Dear MOTO X ACTION:

In your December issue in "Whips" you featured your new Art Director. Does he ride motorcycles? He looks like a sissy.

Eddie Rudolph
Torrance, California

(He may look like a sissy but he's all motocross. He even carries a spark plug wrench in his purse.
—ed.)



"WHAT MEAN'UM WFO?"

WHAT DOES MEAN-UM?

Dear Editors:

I am 17 years old, ride a Suzuki and hope to race motocross some day. I thought that reading your magazine might help me but every month when I open to page 12, there is that grinning idiot Indian saying "WHAT MEAN-UM WFO?" Many have written asking what this

means, but you snicker. What does WFO mean?

Stan Romanowski
Sayerville, New Jersey

Dear MXA:

Why don't you tell everybody what WFO means? I know what it means and I'm only 14.

Richard Morris
Duncanville, Texas

Hey Fuds:

I demand that you jive turkeys lay on me the meaning of WFO.

Joe Maico
Youngsville, Pennsylvania

Dear Ya'll:

I don't know what WFO means and I don't care. WEZERZY to you.

Captain Marvel
Hickory, North Carolina

(Snicker. —ed.)

EVERTS vs EVERST

Dear MXA:

For some time now you people at MXA have spelled Harry Everst's name wrong. You spell it Everts when it should be Everst.

C. A. Waldron
Greenville, New York

Dear MXA:

You really goofed now! In your January issue you have a big picture of Harry Everts with his name Everst written on the butt of his leathers.

Mark "Crash" Rhodes
Louisville, Kentucky

Dear Dick:

During the printing of the Jan. '76 issue of MOTOCROSS ACTION, one of the guys at the press noticed two different spellings of Harry Everts (or Everst) on pp. 38-43. Thought you may be interested.

Dave Vickers
R. R. Donnelley & Sons
Glasgow, Kentucky

Dear MXA:

Either your mag or Harry's tailor is screwing up.

R. P. Cavedo
Anderson, South Carolina

Dear MXA:

Why does everybody spell Harry Everts instead of Harry Everst?

Dan Hill
Tucare, California

Dear MXA:

Now either you guys are from China or the people who wrote *Everst* on the back of his leathers were spaced.

Jay (Moto) Craik
Buena Park, California

(Once and for all, you turkeys: Harry's pants are wrong. We, of course, are right. —ed.)

BUSTIN' HEADS AT SUPERBOWL

Dear Mr. Miller:

Amen on your "On the Mainjet" in the December issue. Glad to hear I wasn't the only one. I barely reached my camera case and also decked a few youths of Afro-American heritage!

Bob Sloan
Santa Barbara, California

(Ooo, what a bigot. —ass. ed.)

PORNOCROSS

Dear Ed.:

Enough is enough! You have gone too far! I mean, we all like to look at the pit tootsies, but we can't turn this magazine into a pornoflick. If my Old Lady saw that letter from the chick with the small boobs, she would flip out. Or if she read about the kid who was in love with Lori Payne she would cancel my subscription. These perverted letters must go. But that Lori is NICE. Have her send me a full pose picture.

Jeff Stocki
Waltham, Massachusetts

(Wait 'til your Old Lady reads your letter. —ass. ed.)

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Dealer Inquiries also Invited

Dear MXA:

Where can I get a Sue "Flyin'" Fish replica jersey? I'd love to get my hands on one of those MOTOCROSS ACTION Magazine jerseys or Sue, if possible.

Tom Cartner
Eastport, Michigan

(Bill Walters Leathers supplied all the Team Sideways jerseys for the MOTOCROSS ACTION Women's Nationals racing team. —ass. ed.)

Dear Sirs:

I just saw your picture of the MOTOCROSS ACTION team of girls on the fence. I was wondering if you could send me an autographed picture of them all. I think they're all FOXES!

Charles Bahln
San Rafael, California

(We don't have any more pictures, but we can send you a piece of the fence. —ass. ed.)

Hot new numbers for the YZ-C-80!



Dave Miller shown on his Miller Mano prepared mini bike. All parts shown here have been tested by Dave and are available to all racers.

POURCUPINE Y-Z HEAD
The first! The only! Finally a giant head for your YZ-80. All new combustion chamber shape improves horsepower and widens powerband. Reduces top end wear up to 30%. A must for long motos and maximum horsepower.
MC-001 \$44.95

GIRLING GAS SHOCKS
All sizes are available; also soft, medium or hard dampening. Spring rate from 42 to 125 lbs. Specify your weight, and model and year of bike. Unless sizes are specified we will send the shocks best suited for your weight in our opinion.
MC-003 complete \$89.95

YZ-80 SWING ARM
What good is a fast bike if you can't ride it? Miller Mano now has a longer swing arm assembly to smooth out even the roughest courses. Made of seamless .080 steel for maximum strength. Uses all stock parts and includes our own super chain guide set-up.
MC-004 \$79.95

EXTERNAL FORK RIM AND SPOKE KIT
For use in the removal of internal springs and for installation of external springs. Cures oil foaming, reduces heat and increases travel. Bolts on in minutes.
MC-005 \$36.50

MOTO-PLAT IGNITION KIT
The final touch for maximum performance. This ignition gives full advance for wider power, more RPM's. Once installed, it never needs adjusting! Complete with top coil, lower generator, puller, special stator plate and all hardware.
MC-006 \$130.00

When ordering, send full address, bike year, model and size. Send check or M.O. (allow time for personal checks to clear bank). All items will be shipped U.P.S. when possible. Orders processed same day received. Send \$1.00 for catalog and decal

RACE-READY YZ-C-80
Let us prepare for you, a full race-ready bike for the ultimate in competition. Prepared to our specs or yours. All you need is to just add gas, and GO.
Write for full details and prices.

YZ-C-80 CHAIN GUIDE
For a necessary precaution. This tough, molded nylon block with heavy aluminum alloy housing will prevent throwing a chain.
MC-011 \$6.95

17" FRONT RIM AND SPOKE KIT
Use a large diameter front wheel to help take those whoop-de-dos faster. Complete kit with bracing and truing.
MC-007 \$47.95

BIG CARB AND MANIFOLD KIT
Tests have proven that a 26mm Mikuni gives you maximum power range and ultimate top end performance. Carb is set up and jetted for maximum horsepower. Our hi-volume manifold provides that extra boost... makes your 80 run like a 100! Carb kit includes: jetted 26mm Mikuni, hi-volume manifold and extra jets.
MC-008 \$43.65

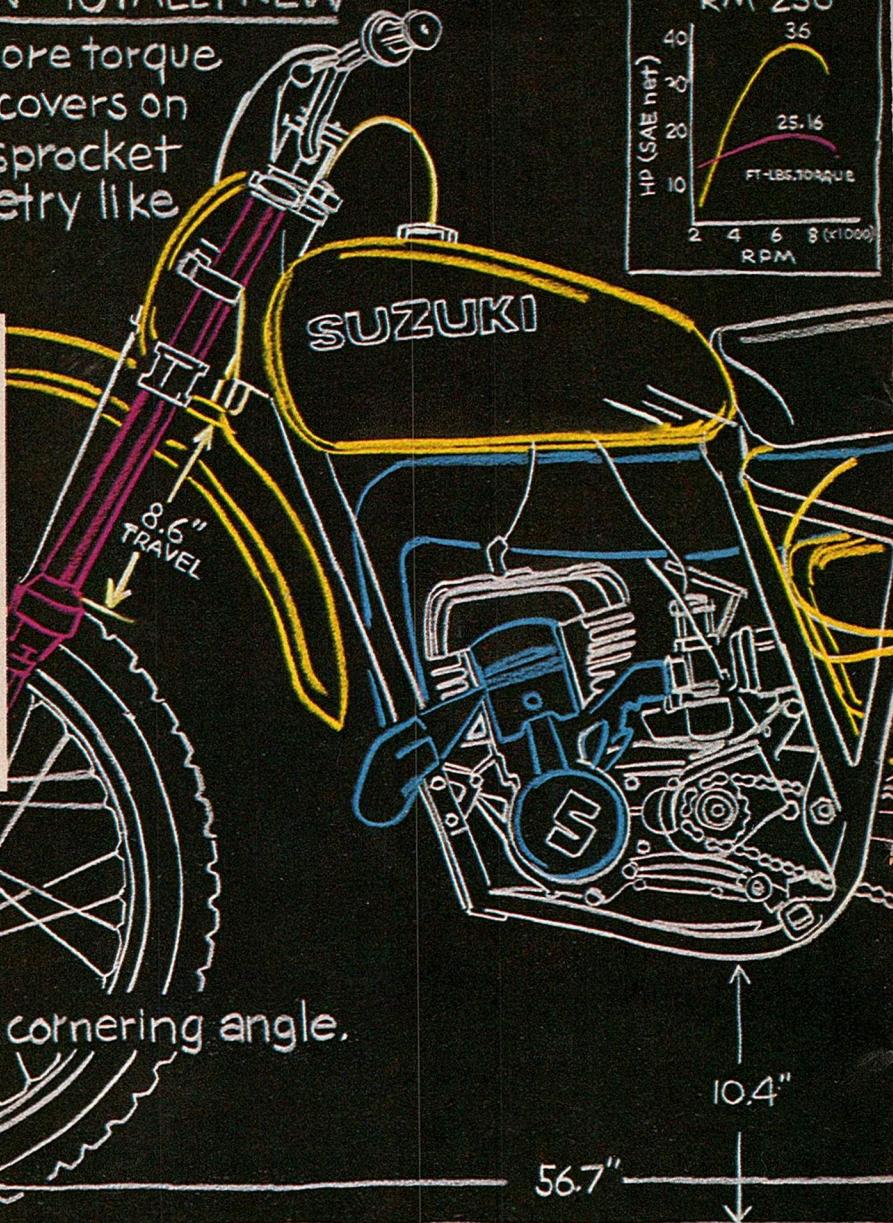
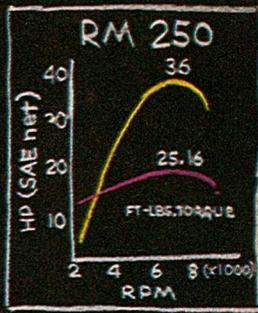
GIANT AIR BOX ASSEMBLY
At last, a high breather system using a 125cc filter! Provides breathing capacity to keep your motor clean and fast. Widens powerband, reduces engine wear. Kit includes fiberglass shroud, T & N element, air boot and all mounting hardware. Bolts into stock mounts.
MC-009 \$42.95

YZ-80 "WORKS" UP-PIPE
Designed and tested specifically for the racer who wants maximum engine response, more torque and super top end performance. Made of tough 20 gauge material, pipe also features quiet, rebuildable silencer. Complete with instructions and jetting tips.
MC-012 \$54.95

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ENGINE, FRAME, SUSPENSION-TOTALLY NEW

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New offset front axle - better cornering angle.
8.6" fork travel.

Laid-down, forward-mounted gas-oil shocks.
Dual-rate springs. Three load settings.
// 8.4" wheel travel

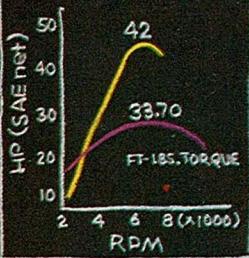
CONTROL AT ALL TIMES

Conventional shocks can skip over whoops. Hard to

RM shocks keep rear wheel down. More power to

Trouble is when your MX isn't trick enough to win.

RM 370



POWER AT ALL RPM'S

RM 250: 36 HP (SAE net) @ 8000 rpm
25.16 ft-lbs @ 6500 rpm
RM 370: 42 HP (SAE net) @ 7000 rpm
33.70 ft.-lbs @ 6000 rpm

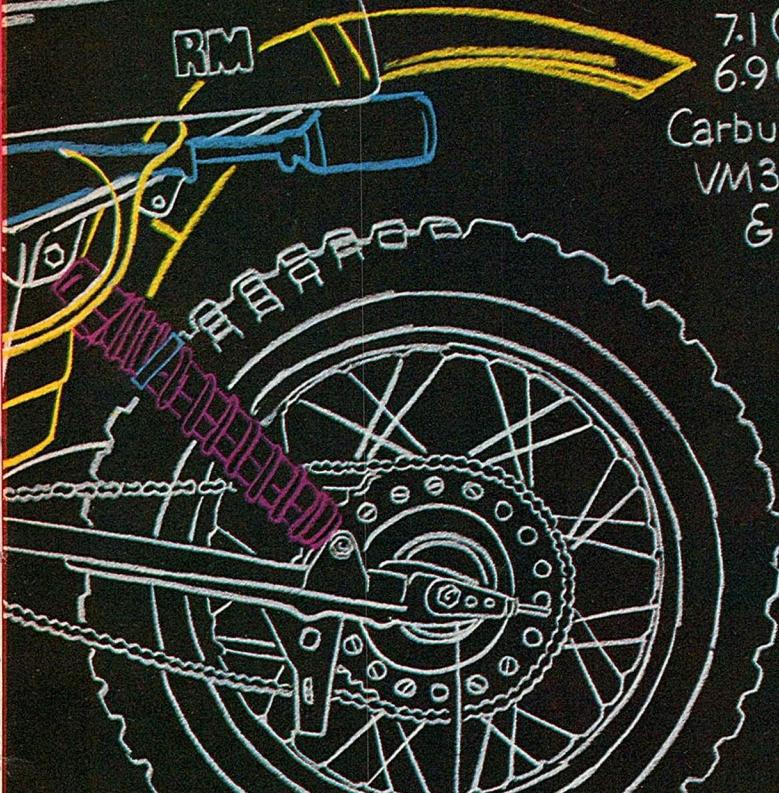
Bore & stroke: 70x64 & 77x80
Corrected compression:

7.1 (RM 250)
6.9 (RM 370)

Carburetion:
VM36 (RM 250
& RM 370)
Premix
fuel 20:1

↑
84" TRAVEL
↓

RM

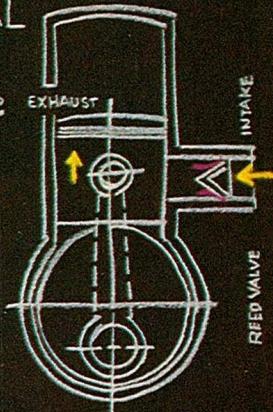


control.

ground. Straight line control.

CONVENTIONAL REED VALVE

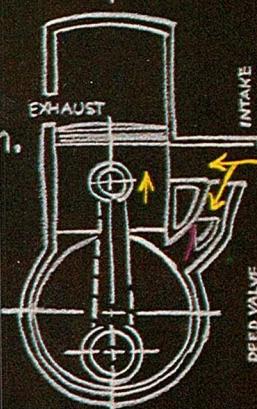
Most effective
at low & mid-
range, but
restricts
intake at
high speeds.



RM POWER REED VALVE

Unique dual
intake system.
Open port
to cylinder.
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to crank-
case.

Maximum
power
throughout entire range.



RM "Squash Dome" cylinder heads give max. compression plus pre-cooling of exhaust gases.
RM 250 has six transfer ports,
RM 370 has four.



Forget your troubles. Get on a new RM 250 or 370.



WRENCH WRACING

By ARDIMOS MIERSTEDT

WATER HOLE BLUES

Dear Ardi:

I was at a local motocross race last weekend and during practice everything was perfect. My bike was running good for a change, the track was perfect and the weather was perfect. Then it happened. As we were on the line for the first moto, the water truck finally got there. They dumped 2000 gallons of water into the mudhole which sits in a gully and was three and a half feet deep when the flag dropped. There were 32 riders in the 125 class and that's about how many were sitting in the middle of the mudhole on the first lap. Can you please tell these yo-yos up here that MX races are supposed to be MX races and not enduros?

Doug Oosterhous
Hanson, Michigan

It is a great novelty for people to sit around and watch a bunch of crazy motorcycle racers get swallowed by a mudhole. If you've ever watched some poor guy trying to drag his bike out of three feet of mud for any amount of time, you'd know what I was talking about. I would imagine watching 32 guys slogging around a mudhole looking for their bikes would be a real circus. Trouble is, the guys up to their necks in the goop with the bikes they've spent all week preparing sunk out of sight along with their chances for racing the rest of the day on an otherwise good course, don't think it's very funny at all. Sometimes a promoter forgets that the more fun a racer has on his course, the better the race will be. A true motocrosser would rather find a trick way around or over the waterhole to make the race even more fun. The promoter, however, only sees the pictures of his waterhole in the papers and thinks about how many

more people will pay to see the show next time. The promoter forgets that if nobody gets through the first lap, he's got a 20 or 30-minute empty spot to fill in the program. Next time the situation occurs, get all the racers together to check out the waterhole, and if it looks fishy, tell the promoter you won't race till he fixes things. It's very simple. If you guys don't race, he doesn't have a show, and nobody wants to watch a bunch of people arguing over a mudhole.

Dear MXA:

As a spectator who enjoys good motocross racing, this letter is being written with the hope that track owners and promoters will provide safer and better motocross tracks in the future — especially in Southern California.

The Superbowl track was a disgrace: huge rocks in the track, especially on the ski jump; ridiculous whoop-de-dos; slick and hard-packed. Apparently it was designed to break bikes and injure riders — and plenty of this happened.

Why not design and prepare tracks with some thought to the rider's safety? Why not give him a chance to race instead of seeing how many crashes and broken bikes they can have? The privateer will become extinct, as the expense of repairing is bankrupting him.

Let's hope the track at Anaheim is more reasonable than the one was at the Superbowl. It's too bad the riders don't have someone to represent them. The AMA doesn't seem to be concerned with safety or they would have banned the Superbowl track — and what would Mike Goodwin have done then?

Mrs. Prudence Lane
Azusa, California

Don't expect the Anaheim track to

be any better, Prudence. In fact, don't ever expect any race on an artificial track to be anything like a motocross on natural terrain. It's two different sports, no matter what anybody says. The same guys may participate and use the same bikes, but the racing is a whole different sack. Comparing a race like the Superbowl or Anaheim with a full-on, natural terrain motocross track, like Unadilla, is like trying to compare peanuts and coconuts. Consider: Man is a natural being. When he's racing a natural terrain course (when I say a natural terrain course I mean a track that's marked, not cut with earthmoving equipment), he seeks a rhythm. His race must flow smoothly, it must congeal into a long succession of linked exercises. Each turn, each jump, each burn through the gears must be executed in a single, precise movement. Each track has its own rhythm to which the rider must tune himself and his machine.

The topography of any terrain was dictated by natural law. What could be more natural than the lay of the land? That's why it pleases your mind to look out over rolling hills. Your brain finds comfort contemplating the natural rhythm of the land.

Now, the motocrosser seeks this rhythm of the land when he races over it. Then he must be able to tune his moves and the reactions of his machine to that rhythm. To be able to do this is to be a naturally talented rider. When a rider gets so into this rhythm that he is able to connect all the turns, jumps and everything into one single move, he is said to have the track "wired" or "dialed." When he crashes or has a real close call and can't seem to get his speed back up for the rest of the race, it's a case where he "loses his rhythm," or, more correctly, he loses his ability to tune his moves to that rhythm. At any rate, the natural rider and the natural track are in harmony because they share a common heritage: The Earth.

God made the hills, but Mike Goodwin made the Superbowl track. I've seen Goodwin operate, and, believe me, he isn't God. There's no way he can build three bumps in a row and expect a person to find a rhythm riding over them.

The ski jump and all the other hoopla is just that — hoopla. It's put

Cont'd. on page 60

Our products work
where it counts, on the
track. Until we are sure our products
can help you win, we don't market them.

WHAT'S THE DIFFERENCE? THEY WORK!

Now, in time
for the spring racing season, comes
our new line . . . race-proven. Don't wait
for race-day. Get ready to win, right now!

AIR FORK CAPS — Latest in front suspension.
Designed by Myerscough. For YZ/MX-125C,
YZ-100C, YZ/MX-250, all YZ-80s &
Honda XR-75. \$15.97.



YZ/MX-125C KIT —
All you need for the winning edge. Ported and
polished cylinder; anti-friction coated piston kit;
modified 34mm Mikuni carb; special up-pipe;
all mounting hardware plus racing
jersey and Tee-shirt.
\$215.

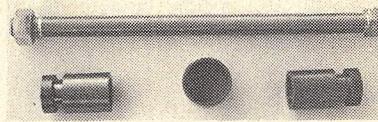


YZ-80C & B RACE KIT — Makes a good machine
great. Consists of ported and polished cylinder; anti-friction
coated and modified piston kit; modified 26mm Mikuni
carb; intake manifold and reed assembly; air filter
and connector boot; quick-action throttle
and cable; can of Super Blendzall;
and up-pipe. All mounting
hardware plus racing
jersey and Tee-shirt.
Complete, \$277.

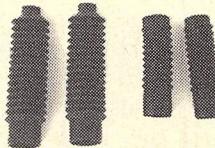


COATED PISTONS — Impregnated with long-lasting
anti-friction compound. For YZ-80B & C
(\$14.97); YZ/MX-125C (\$20.97).

Standard, 1st & 2nd over
(specify).

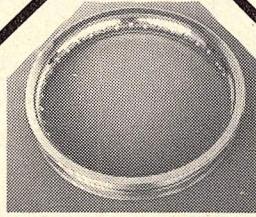


YZ-80C SWING ARM BUSHING KIT —
Chrome-moly bolt guaranteed
for a year, long bronze
bushings, shouldered
steel inserts. \$19.97.

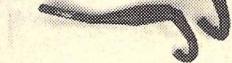


FORK BOOTS — Protect fork seals, available
for YZ/MX-125 (\$7.97);
YZ-80s and
XR-75
(\$6.97).

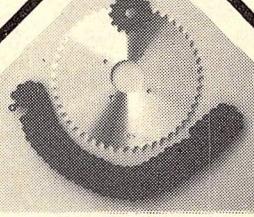
Prices and specs subject
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Lightweight rims in 14-,
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Shoulderless section
throws mud.
\$30.97.



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YZ/MX-125C and YZ-250 (\$67).
YZ-125C down-pipe (\$57).
YZ-80B & C up-pipes (\$57).



520 CHAIN KIT — End breakage problems. For
YZ/MX-125C & YZ-100C. Kit has super-strong
520 chain, countershaft sprocket (12T, 13T,
14T) and aluminum rear sprocket
(46T, 47T, 48T).
\$39.97.

Specify make of
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Model.....

PLEASE SEND ME

Name

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City

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Check or Money Order for \$..... enclosed

Dept. MXA 3-76 833 West Colton Ave., Redlands,

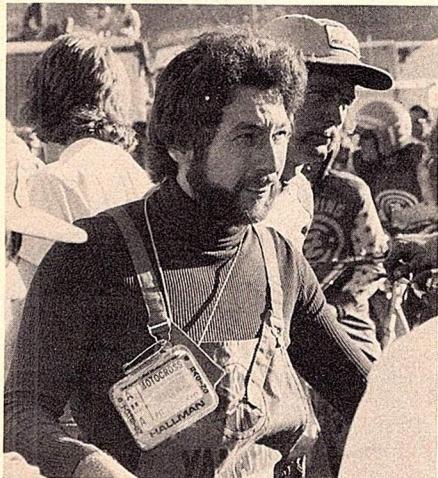
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Product information
25 cents ; catalog
\$1

WHIPS

Little things about people who make motocross neat

BILL BUTCHKA



All the factory mechanics take their jobs very seriously, and Yamaha's 25-year-old Bill Butchka is no different. His record in racing is one he's very proud of, and rightfully so. He has 13 National wins to his credit and two National Championships, one in 1973 and another in '75. His bikes have also won the Florida series and the 1974 Super Series. His current rider and champion is Jim Weinert.

Racing in the pro motocross circuit is a tough business, and only the strong survive. A rider with a poor mechanic or a mechanic with a poor rider won't cut it. It's a team effort, and one half of the team, the mechanic, is usually lost in the limelight of the rider when the accolades are flowing.

Bill is single and in his fourth season with Yamaha. Interestingly enough, it was Jim Weinert who talked (conned) Bill into a job at Yamaha. Bill was working for U.S. Suzuki at the time and was a friend of Weinert who then was talking to Yamaha about a contract. Yamaha made Bill an offer he couldn't refuse and Jim ended up signing with Kawasaki. Bill now had a job with Yamaha but no rider, so he talked to Pierre Karsmakers, who in turn talked to Yamaha and signed with them. The rest is history.

Bill has a home at Yamaha and is quite happy with his surroundings, and there's no question about how they feel about Bill.

SMOKEY JOE MILIAN



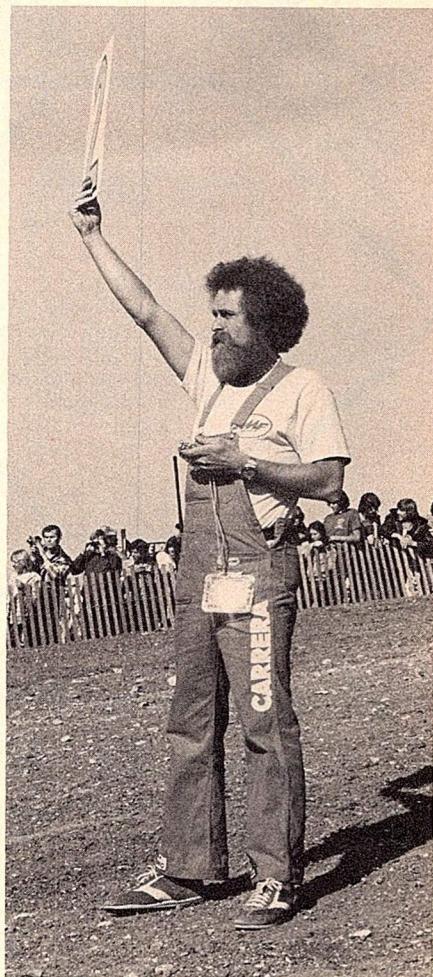
Last summer when Howerton and DiStefano faced off at the 250 National finale at Lake Whitney, a frenetic spectator dashed between corners yelling to no one in particular, "I told you three years ago. That Howerton's got it!" The man, a resident of Round Rock, Texas, customarily attired in a funky cowboy hat and Blendzall shirt, was Smokey Joe Milian, known from Mexico City to Lake Texoma as the irrepressible bard of southwest motocross.

Smokey Joe is what you call your basic MX jack-of-all-trades. He's best known for the holeshots and spectacular crashes he takes at Texas tracks. His current bike is an unbelievably trashed 400 CZ, which has a minimum of both brakes and suspension. "I'm just trying to show 'em it can be done," says Smokey, referring to riders who pout if they don't have the very best equipment.

As a now-and-then announcer at local tracks, he can make the most dismal race sound exciting. After listening to Larry Huffman announce last year's Astrodome MX, Smokey quipped, "Hell, I can do a better job than that!" Braggadocio, to be sure, but also the truth. His latest role is that of a coach and advisor to young riders with talent but the wrong mental approach. Smokey teaches the Czech method: Train and think.

A former instructor of Slavic languages at the University of Texas, Smokey corresponds with the CZ factory riders in Czechoslovakian. He is also fluent in Russian, Spanish and Serbo-Croatian. No matter what language he speaks, however, riders from all over Texas listen to and marvel at Smokin' Joe.

BUTCH LEE



On any given Sunday in Southern California there are about a million motocross races within a hundred-mile radius of wherever you happen to be in Southern California on any Sunday. Which one to go to is usually the heavy decision the independent racer has to make. The best and easiest way to narrow down the choices is to find out which one is being run by Dirt Bike Promotions and Butch Lee. Butch is a race organizer, not a promoter. He contracts out his organization, Dirt Bike Promotions, to conduct the actual race for the promoter. If you've ever been to a Dirt Bike Promotions race you know that Butch Lee puts on the boss races. You can't miss Butch at a race. He's the only guy with a great beard and orange Carrera coveralls. Say "hi" to him. He's a neat person. //

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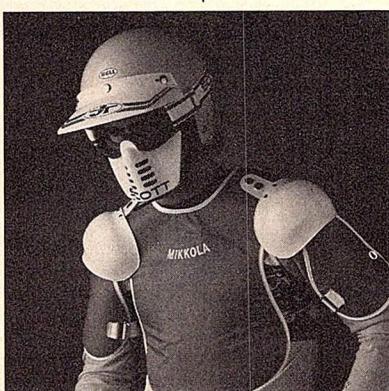
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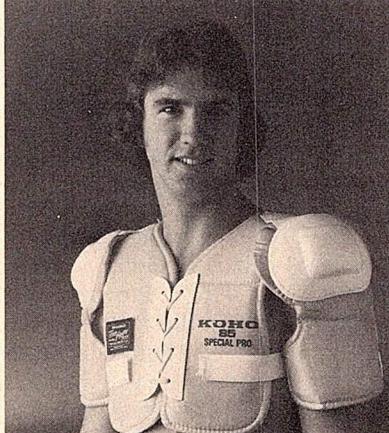
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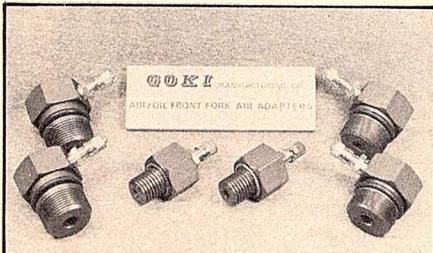
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MX-3

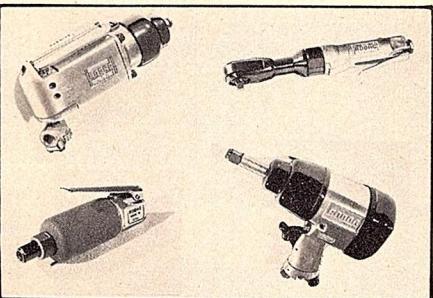
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AIR FORKS

High-quality air fork caps with O-rings and valves made by Gorki Manufacturing Co. Kits available for Hondas, Yamahas, CZs and Huskys. Prices range from \$11.95 to \$14.95. Lynn Wilson Motorcycle Specialties, Dept. MXA, P.O. Box 653, Chatsworth, California 91311.

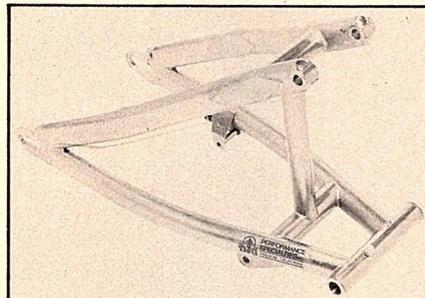


AIR WRENCHES

No shop is complete without a set of trick air wrenches. These Rodac units have all the hot features including the model 633 with a flutter throttle. Contact your Rocky Cycle Co. dealer for more information.

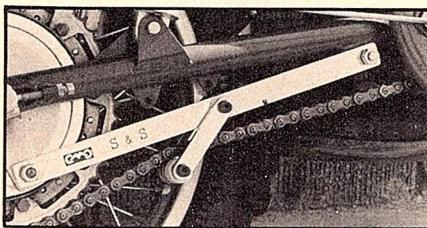


SHOCK OIL
For those of you who like to fool around with your shocks, Bel-Ray offers shock oil in three weights. You can get it wherever Bel-Ray products are sold.



SANO MONO

For only \$127.50 you can order this super-trick 4130 chrome moly swingarm for your 125 YZC Yamaha mono. It's an inch longer than stock for a little more stability on the straights. DG Performance, Dept. MXA, 5552 E. LaPalma, Anaheim, California 92806.



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This is a fine investment for your CZ or Maico. This piece of equipment is made from the highest quality materials, and workmanship is superb. You can expect nothing less than the finest from Pete Maly's CMC. Send a dollar to Coast Moto Cycle, Dept. MXA, 2334 Newport Blvd., Costa Mesa, California 92627, or call (714) 645-8008 to get the trick '75 catalog. The S&S chain guide/tensor costs \$24.95.



TEN-SPEED BAGS

All kinds of neat packs for carrying stuff on your ten-speed are available from the Bishop Freeman Co., Dept. MXA, 1600 Foster St., Evanston, Illinois 60204. Ask for their four-color brochure.

KAWASAKI BX100

KAWASAKI MOTOCROSS BICYCLE
SPECIFICATIONS: BX100 MOTO SERIES

Overall Length:	56 1/2"
Wheel Diameter:	20"
Weight:	44 lbs
Rim Size:	20" x 2.10
Tire Size/Type:	20" x 2.25 Knobby
Frame Type:	Steel M/C Construction
Front Forks:	Telescopic (Front)
Seat Type:	Banana Style
Spoke Size:	12 Gauge
Brake Type:	Coaster
Crank Type:	6 1/2" One Piece Forging
Pedal Type:	Metal Self-Cleaning
Rear Suspension:	Swing Arm with Spring/Shock Units
Front Suspension:	Fork Tubes
Drive Sprocket:	10 Teeth
Rear Sprocket:	1/2" pitch x 16" width
Chain:	1/2" pitch x 16" width

For further information, please write:
Motocross Bicycle Division
Kawasaki Motors Corp., U.S.A.
1062 McGraw Avenue
P.O. Box 2121
Santa Ana, CA 92711

Kawasaki
lets the good times roll.

KAWASAKI BX200

KAWASAKI MOTOCROSS BICYCLE
SPECIFICATIONS: BX200 PRO SERIES

Overall Length:	58 1/2"
Wheel Diameter:	20"
Weight:	34 lbs
Rim Size:	20" x 1.00
Tire Size/Type:	20" x 2.25 Knobby
Frame Type:	Aluminum
Fenders:	None
Seat Type:	Style
Spoke Size:	12 Gauge
Brake Type:	20" x 2.25 Heavy Duty
Crank Type:	6 1/2" One Piece Forging
Pedal Type:	Metal Self-Cleaning
Rear Suspension:	Swing Arm with Spring/Shock Units
Front Suspension:	Fork Tubes
Drive Sprocket:	10 Teeth
Rear Sprocket:	1/2" pitch x 16" width
Chain:	1/2" pitch x 16" width

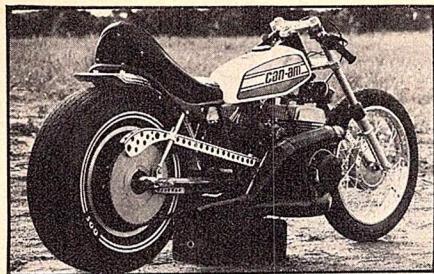
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BIG 4.50x18 KNOBBY

"Don't spin out. Get more traction with our 4.50 motocross-type knobby. This is the big one. Gets so much more traction you can go places you never dreamed of before. Available in 4.50x18. Retail \$36.10. Now available at Pro-Tech Cycle Products, Dept. MXA, 924 W. Williamson Avenue, Fullerton, California 92632." Hotcha.



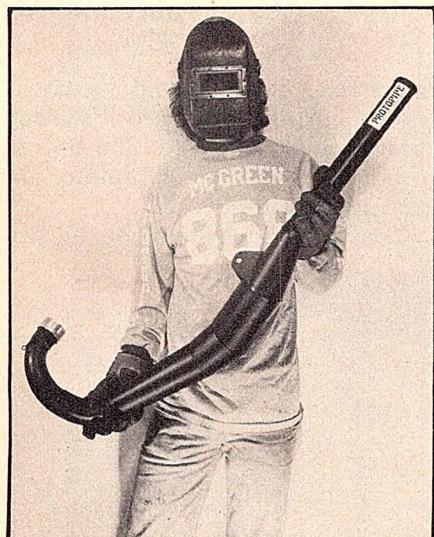
HOLESHTO MACHINE

Show up with this trick Can-Am on the line and you'll sure psych out your buddies for the holeshot. It's a Can-Am 125 MX-1 frame with a Ski-Doo 645cc Blizzard snowmobile engine. Can you imagine the roost that model throws?



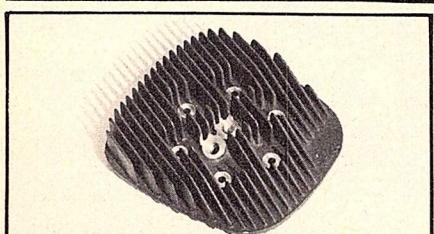
THE NEW OSSA

Here's a look at the new 250 Phantom. It has improved suspension front and rear, a different exhaust pipe, more power, a new seat and a new air filter. Maybe we get to test one soon, yes?



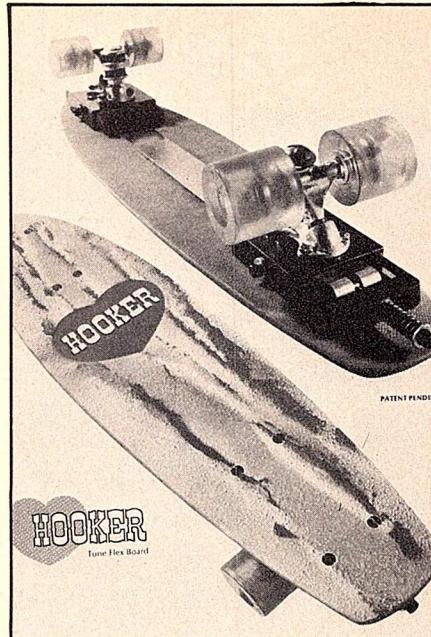
GOOD PIPES

These Protopipes showed up at some of the Trans-AMA races, and they look pretty boss. They're built really well, tuck in nice on bikes like the Husky and develop good power. And they're light. Only \$69.95. Protopipe Exhaust Systems, 75 Cristich Lane, Dept. MXA, Campbell, California 95008; (408) 371-3336.



WEBCO HEAD

Webco now has trick heads for the MX250 and MX400 Monocross Yamahas. If you read our cylinder head shootout, you know how good Webco makes heads. A good buy for \$48.95.



HOOKER TUNE FLEX SKATEBOARD

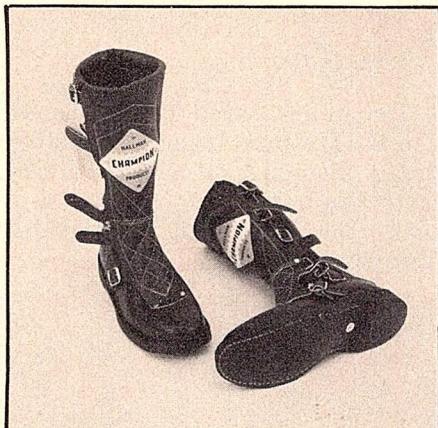
Hooker is revolutionizing high-performance skateboarding with the Hooker Tune Flex Skateboard.

The Hooker Tune Flex is an exciting suspension system combined with a superior fiberglass board for total versatility. This system can tune the board's spirit for any style and weight. With Hooker's system, the wheelbase can be changed easily (without drilling); or keep the board alive by adjusting the structural flex. One simple adjustment can release the energy of a flex board for the wildest hot-dogging or assure the stability and security of a rigid board for high-speed runs. For any tricks, turns or races that can be dreamed up, the Hooker board can be dialed into just the right performance attitude.

Hooker boards are 24-inch fiberglass with sure-grip deck. Hardware is black anodized aluminum. Trucks are double action with urethane wheels (front Slicks, rear Stokers).

The Hooker Tune Flex Skateboard is available with complete suspension system, trucks, and wheels in rainbow (no two alike — yellow, blue, and white coloring). Priced at \$59.40. Or choose competition yellow, priced at \$58.40.

Send check or money order to Hooker Skateboards, Dept. MXA, 1032 West Brooks St., Ontario, California 91762. Postage included. California residents add six percent sales tax. Sorry, no C.O.D. III



FOR YOUR FEET

These boots are worn by Gerrit Wolsink and Marty Tripes. If they can stand having those two heavyweights leaning on them for two 40-minute motos, they must be good. The trick is they're comfortable and light. Only 2 1/4 pounds each. Send a buck for a catalog from Torsten Hallman Racing, Inc., Dept. MXA, 1490 Fayette St., El Cajon, California 92020; or call (714) 449-6712 and say hi to Lars.



MARZOCCHI CATALOG

A complete catalog containing all the Marzocchi suspension systems, including the Marzocchi gas/oil shocks and the works magnesium MX forks, is available for \$1.00 from Cosmopolitan Motors, Inc., Dept. MXA, Jacksonville Road, Hatboro, Pennsylvania 19040; (215) 672-9100.



Broken wheels were the plague of the day. Pomeroy, DiStefano, Karsmakers, Stackable, DeFeo and others all had wheels come apart.

trans-ama BUCHANAN, MICHIGAN

***DeCoster loses battle with tree,
but wins overall***

By Paul Boudreau

Two things saved the Buchanan Trans-AMA from being just another dreary motocross on another dreary motocross track. First, the fine rain that came down all day, which always makes things a little more

interesting; and, second, a tricky little uphill/downhill section through a grove of trees that proved to be the equalizer for some of the best riders in the world.

Tony DiStefano holeshot the first



This crowd gathered on the rainy hillside to watch the starts.

Local hero Bob Rutter got excellent vibes from his friends' good luck wishes and walked away with the first Support moto victory.



moto and wheelied away. There was no catching him, especially after the only man who could, DeCoster, made a disastrous error halfway through the first lap. After a masterful execution of the uphill

bermshot right leading into The Grove, DeCoster accelerated past Chuck Sun in sixth. At the hilltop left he ignored the hard bank shot berm and dove deep for the smooth inside, leaving another rider in his

roost.

Wheeing over the first hump of the downhill, he cleared the tricky nose-dive jump with a deft flick of his RN Suzuki and guided its front wheel into the rut marking the hot



The sticky Michigan mud broke away many front fenders including Rich Eierstedt's. It's tough getting roosted in the face by your own bike.

BUCHANAN, MICHIGAN

line through the hairpin right at the bottom. Calculating the medium gushy surface precisely, he gassed it smoothly over the little jump that had given so many riders trouble in practice, and was setting up his next victim with a sweep around the approaching left when, in DeCoster's words: "There was a little tree growing along the outside

of the course and I saw that I was going to hit it. I thought I would run over it but it did not move. It was a little tree but it was very strong."

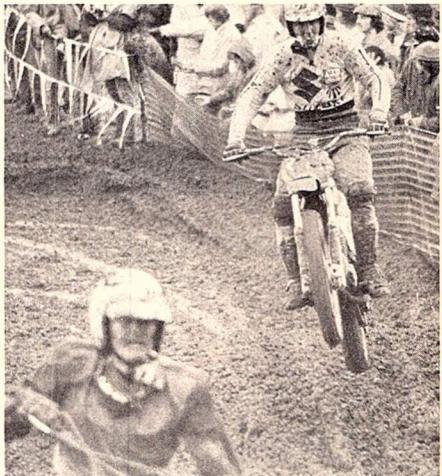
It was a Black Maple, very strong indeed. Strong enough to grab the bike by the footpeg and stall the engine. DeCoster's first quick restart attempt failed, and it was many more kicks before he finally got it

going and rejoined the race almost a full lap down on the leaders.

DiStefano sent his Suzuki screaming off the banzai jump that marked the end of the first lap with a big lead. A few seconds later Brad Lackey came blasting off the same jump and the landing blew out one of the lower legs of his gas pressure forks, sending a cloud of oil into the



A hapless rider calls it a day after stuffing his Husky into the fence.



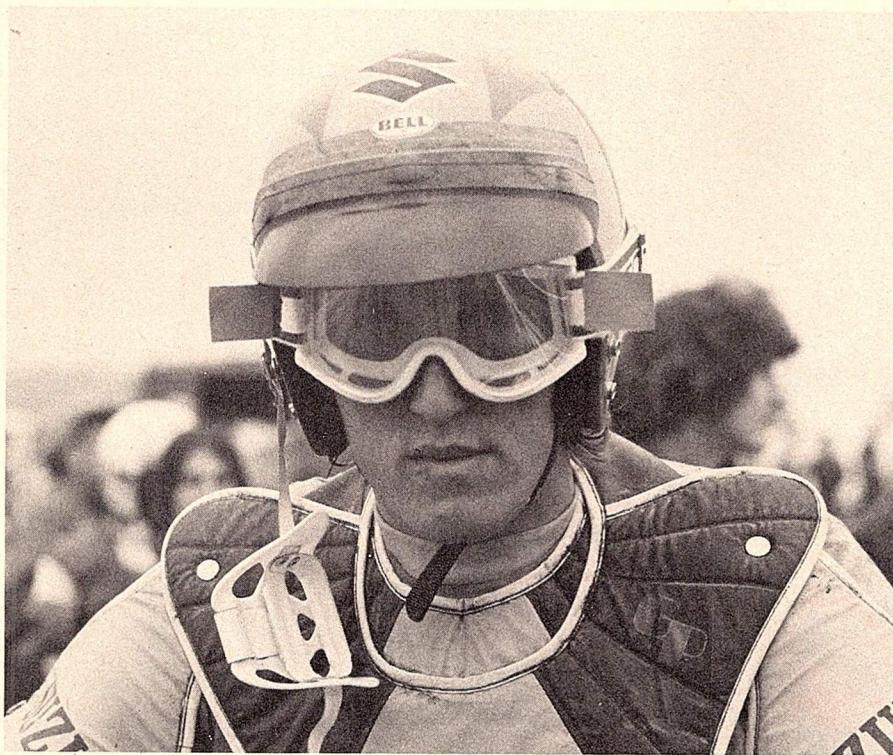
DiStefano had the race won until R.D. put the hairy move on him early in the second moto. He finally broke a wheel and was unable to finish.



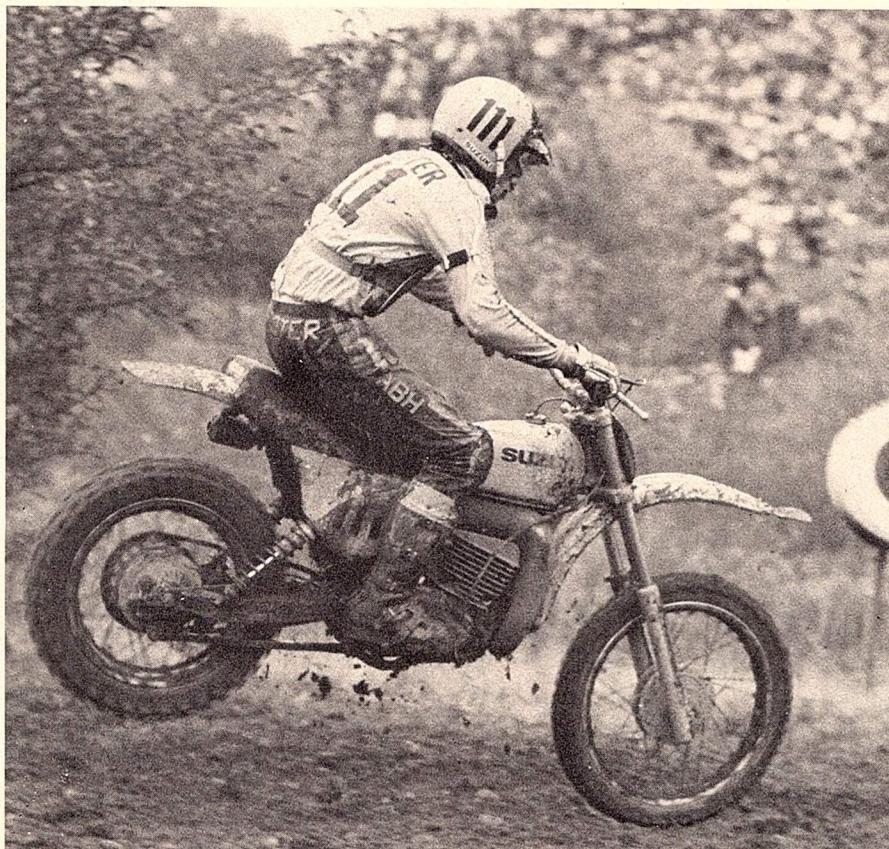
Tim Hart used his rainy day experience to cop the overall Support Class win.



BUCHANAN, MICHIGAN



Dr. Gerrit Wolsink proved to be the spoiler. He overtook and passed Jim Pomeroy midway in the second moto to ice first overall for his teammate DeCoster.



DeCoster's tangle with a small tree early in the first moto almost cost him his second Trans-AMA victory in a row.

scoring booth. With only one fork working, Lackey fought savagely with Pomeroy and finished third. The scorekeepers, as is their custom on these cold, wet race days, finished well oiled.

It was a long time later before DeCoster came by to finish that eventful first lap. He and his bike were completely covered with mud. His helmet was piled high with brown Michigan sod and his goggles and rock guard were pulled down around his neck, revealing his features. The Champion was furious.

Now the crowd, 5000 strong, got their treat. The brown figure of the best man in the business cut through the pack like Fonzi in a rollerskating rink. But it was clear from the expression on his muddy face that, deprived of his place up front, DeCoster was not happy. He finished fourth.

Jim Pomeroy got the holeshot in the second moto and it looked for a while as though it would be another runaway. Pomeroy was definitely on the gas, and not even DeCoster could catch him if he got too far ahead. But back around sixth place DeCoster was making his moves. In front of him was DiStefano, and he knew Tony D. was the man he had to beat. As they approached the hairpin at the bottom of the downhill in The Grove, DeCoster made a startling move. He cut inside DiStefano where heretofore no line

Cont'd on page 62

RESULTS 500cc INTERNATIONAL CLASS

1) Roger DeCoster (4-1)	Suzuki
2) Jim Pomeroy (2-3)	Bultaco
3) Brad Lackey (3-4)	Husqvarna
4) Gerrit Wolsink (6-2)	Suzuki
5) Jim Weinert (7-6)	Yamaha
6) Steve Stackable (5-10)	Maico
7) Kent Howerton (8-8)	Husqvarna
8) Jim West (10-7)	Maico
9) Marty Smith (14-5)	Honda
10) Ron Pomeroy (13-11)	Bultaco
11) Masaru Ikeda (15-15)	Suzuki
12) Mark Blackwell (19-12)	Husqvarna
13) Gilbert DeRover (12-19)	CZ
14) Bob Harris (17-17)	CZ
15) Karl Nissinen (21-14)	Suzuki

250 SUPPORT CLASS

1) Tim Hart (2-1)	Yamaha
2) Buck Murphy (3-2)	Can-Am
3) Bob Rutter (1-4)	Bultaco
4) Mike Runyard (5-5)	Can-Am
5) Jim Turner (4-7)	Yamaha
6) Dan Turner (10-3)	Yamaha
7) Terry Clark (6-9)	Husqvarna
8) John Ayers (7-10)	Maico
9) Rich Eierstedt (16-6)	Honda
10) Mike Kessler (8-14)	Husqvarna





trans-ama

OMAHA: the koil classic

***Smith finds the Honda's handle,
and roosts on Roger***

By Paul Boudreau

The day belonged to Marty Smith. He raced superbly, flawlessly, and that is what it takes to beat the Trans-AMA competition. His RC400 Honda, responding to the sensitive tune of factory mechanic Dave Arnold, ran with the precision of a lunar module. The elements of the day, the track, the bike, the planets that influence these events, combined in the biggest win ever for the young man from San Diego.

The same can't be said for the rest of the people — the spectators, the team crews, the riders, the press and anybody else who came to Omaha to participate in this KOIL Radio Trans-AMA. The track was a dust bowl. An elaborate watering system

Continued

It was Smith's day from beginning to end. He won decisively.



□ The winning combo: Dave Arnold, the experimental RC400 Honda and the astounding Marty Smith.



The course watering system. The dust was deplorable and downright dangerous.



Kent Howerton tests the wind before the start of the first moto.



Dr. Wolsink registers his disgust over track conditions with the promoter.

OMAHA:the koil classic



The Support Class saw two more hot battles between Honda's Rich Eierstedt and Jim Ellis on the Can-Am. Once again Ellis proved superior.

Continued

Bruce Baron (13), Tim Hart (10) and Gary Semics stop during practice to contemplate the track. Baron crashed in the first moto and freaked himself into believing he had broken his neck. Semics had the incredible misfortune of having a gearbox break and his spare engine blow before practice had even ended.

Mickey Kessler was leading the first Support moto when this little jump (A) got him out of shape. He eats it (B), gets up and has time to start pushing (C) before the thundering herd catches up (D).



Marty Trips picked his way through tricky sections the fastest, to capture third place.

A



B



C



D

installed for the race failed to do its job, causing eyes to sting and tempers to flare. After practice, Dr. Wolsink registered his displeasure with the race promoters about track conditions in no uncertain terms. Gerrit was pissed. "You (the promoters) expect us to come here and race so that all these people will pay money to see, but it is so dusty that not even the racers can see. That is bullshit!"

DeCoster, too, was not happy. "It is races like this that are bad for the sport. People come to this race and

they see what happens and they may never want to come to a race again."

All the dust and the bad vibes, however, didn't seem to bother Smith at all. He deftly holeshot the first moto and ran away, keeping a comfortable distance between himself and an inspired Marty Tripes in second and a frustrated DeCoster fighting through a dusty pack into third.

There was feverish activity in the pits between heats as mechanics worked to repair the havoc wrought by fine grit finding its way into

Cont'd on page 63

OMAHA: the koil classic

RESULTS 500cc INTERNATIONAL CLASS

1) Marty Smith (1-2)	Honda
2) Roger DeCoster (3-1)	Suzuki
3) Marty Tripes (2-7)	Bultaco
4) Tony DiStefano (5-5)	Suzuki
5) Jim Pomeroy (8-4)	Bultaco
6) Gerrit Wolsink (11-3)	Suzuki
7) Jim Weinert (7-9)	Yamaha
8) Gaylon Mosier (10-8)	Maico
9) Kent Howerton (6-12)	Husqvarna
10) Brad Lackey (9-11)	Husqvarna
11) Jim West (14-10)	Maico
12) Arlo Englund (13-16)	Kawasaki
13) Charles Sun (17-13)	Husqvarna
14) Kojii Masuda (12-18)	Suzuki
15) Masaru Ikeda (16-15)	Suzuki

250cc SUPPORT CLASS

1) Jim Ellis (1-1)	Can-Am
2) Rich Eierstedt (2-2)	Honda
3) Mike Runyard (4-3)	Can-Am
4) Rick Burgett (5-5)	Yamaha
5) Tim Hart (3-10)	Yamaha
6) Tommy Croft (12-4)	Honda
7) Wayne Boyer (11-7)	CZ
8) Buck Murphy (9-9)	Can-Am
9) Don Kudalski (7-11)	Honda
10) Jim Turner (13-6)	Yamaha

technical

DG'S CASE INDUCTION 4Z125C YAMAHA

If you're looking for something trick, we found it!

by Dick Miller

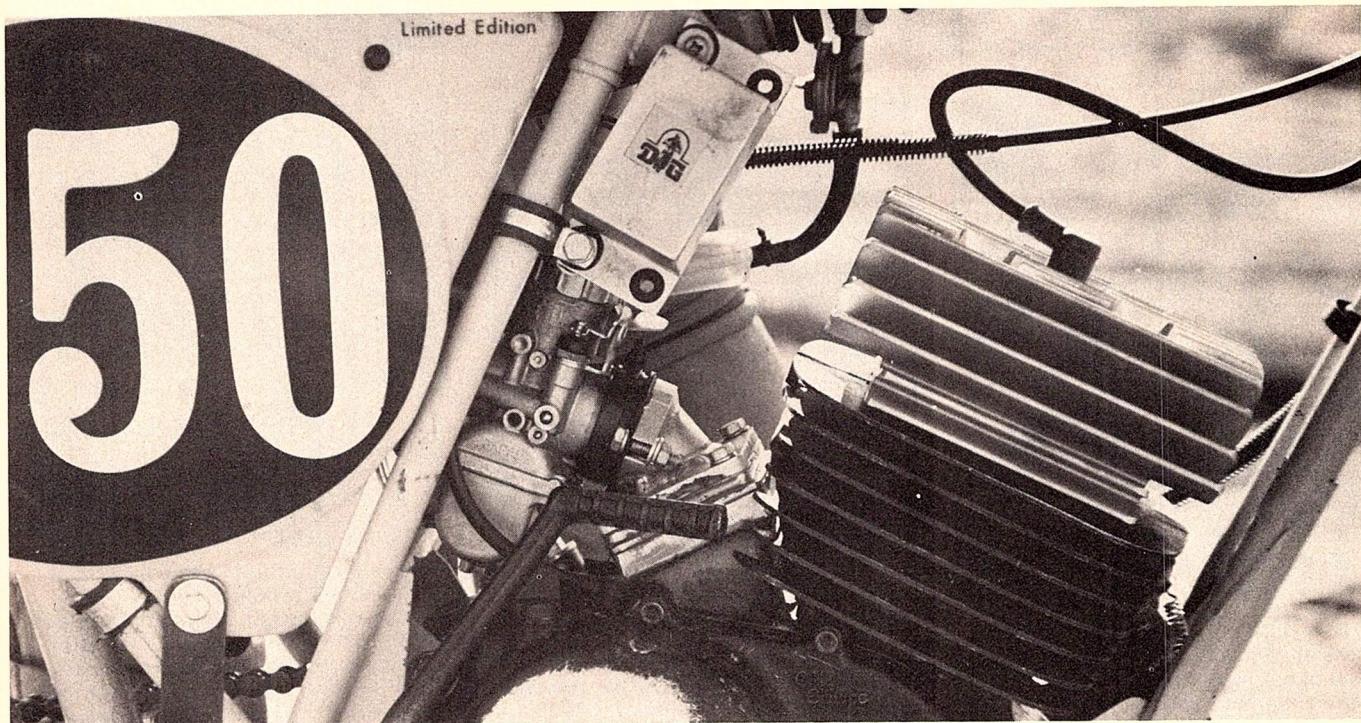


When you think of DG Performance Specialties it brings to mind the multitude of accessories offered by a comparatively new firm in racing motorcycles. Gary Harlow, owner and shotgun of the company, jumped with both feet into the

motocross game, fielding a very formidable team of riders to represent his products on the local and national MX circuits. One of the tougher aspects of racing for a small company is the head-to-head confrontation with the large-budget

factory teams. Gary's been very successful even so, and is emerging as one of the talent scouts in the sport. Evidence of this is his consistent loss of riders to factory contracts, the latest being Bob Hanna who recently signed with

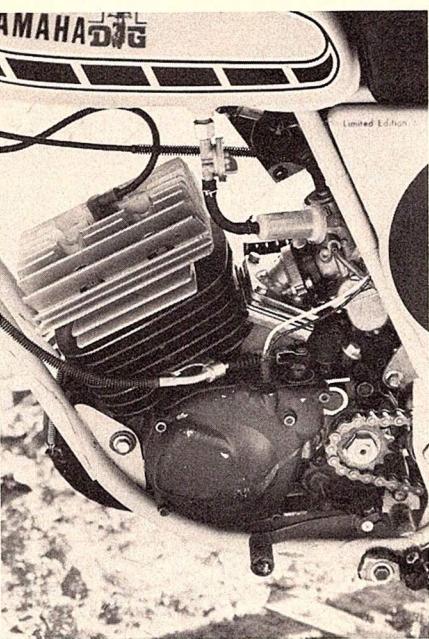
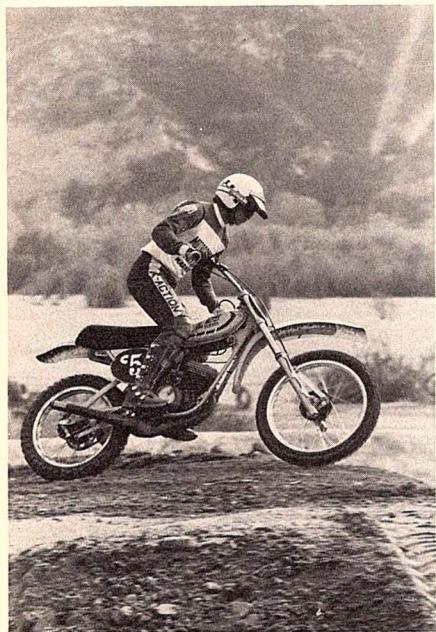
The "Limited Edition" DG special consists of parts and accessories which they manufacture and distribute. Mysterious box in front of number plate is DG's CDI ignition.



Chassis is chrome moly and built by Pro-fab. The paint is bright canary yellow. The whole package tips the scales at 190 pounds with a full tank of gas. Reworked monoshock and "small Marzocchis" make up the suspension. Very nice!

Seventeen-fin radial head, special porting and polishing of the cylinder, case induction with reed, 34mm Mikuni, DG Torquer pipe and CDI ignition are most of the modifications made for increased power output.

DG's special swingarm for YZ monos is lengthened one inch and built of chrome moly tubing. Protec chain tensioner and guide is a simple bolt-on.



Yamaha. You'll be hearing a lot about him!

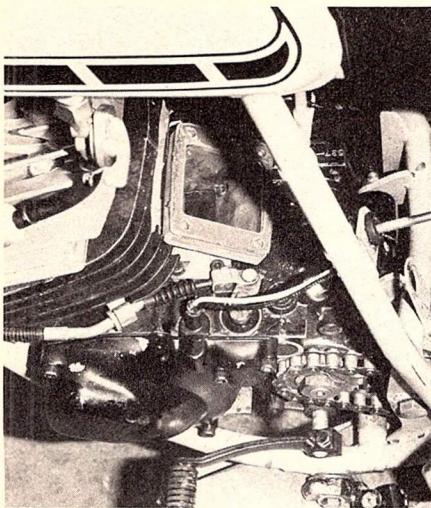
Recognizing the fact that most of the development work on the smaller 125s is with the Honda, Gary has lately been devoting much time to Yamaha — and the bike you see in

this article is a way of showing their involvement. It's a one-off-type racer and incorporates many of the parts that Gary's firm produces and distributes. However, there is one modification that is peculiar to this bike and that makes it different from

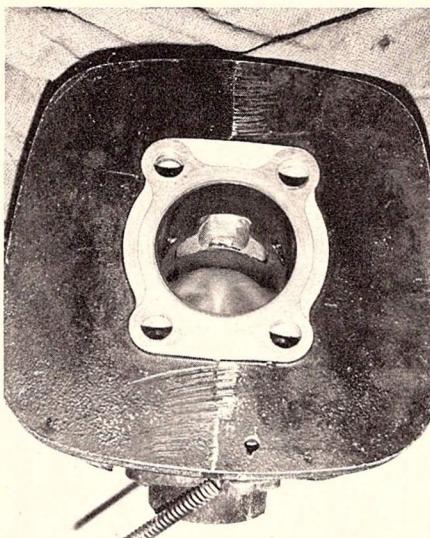
your run-of-the-mill prototype: case induction.

Extensive machine work was required to bring about this conversion, and at the present time there is nothing contemplated about making a similar version available to

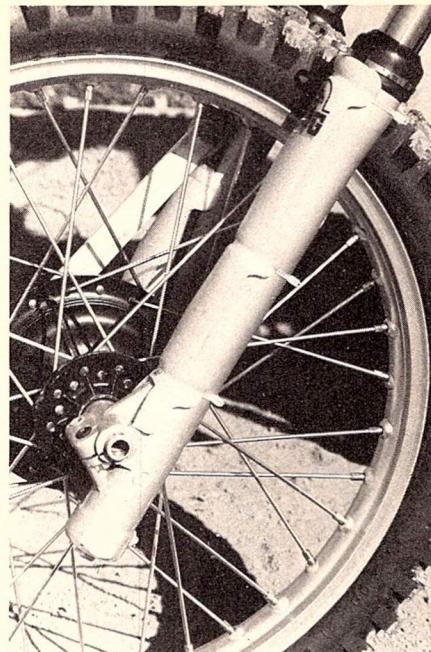
DG'S CASE INDUCTION YZ125C YAMAHA



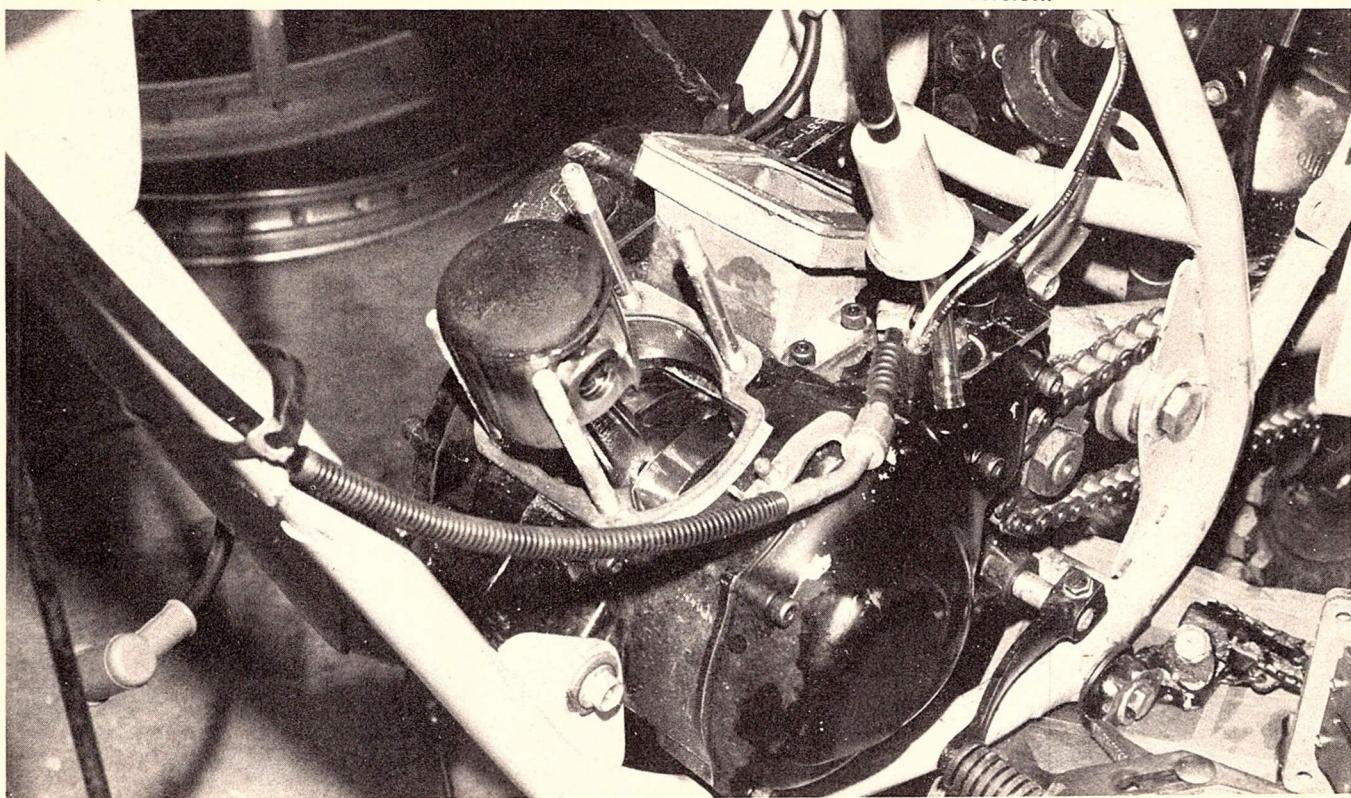
Special base manifold bolts to engine cases and special port that angles to the back of crank chamber. There is still some experimentation to be done with crankcase volume for more power and efficiency.



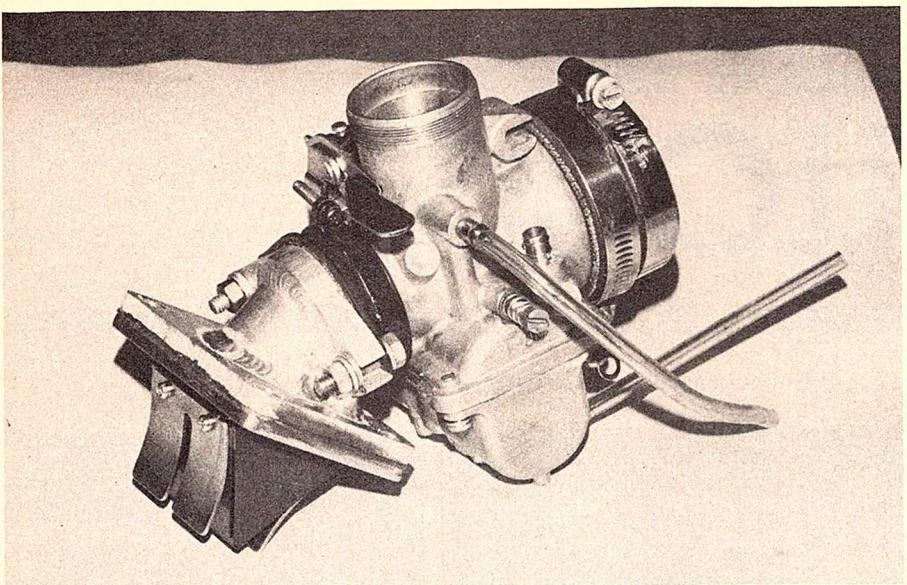
The stock intake was filled and modified into an extra transfer port. The rest of the porting was done to DG's specs with a lot of attention given to the exhaust.



Marzocchi aluminum forks have over seven inches of deluxe travel. The leading axle design sticks the front end into corners like no other YZ125. The accessory forks are heavier than the stock units and are much cheaper than the "works" magnesium Marzocchis, but you'll still pay a pretty penny for the conversion.



The case induction requires a lot of machine work and time. It isn't feasible because of the cost versus the end result at this time. DG's main purpose in the experiment was to show their involvement with the Yamaha and to further their racing exploits. Check out the Teflon chain guide behind the countershaft sprocket.

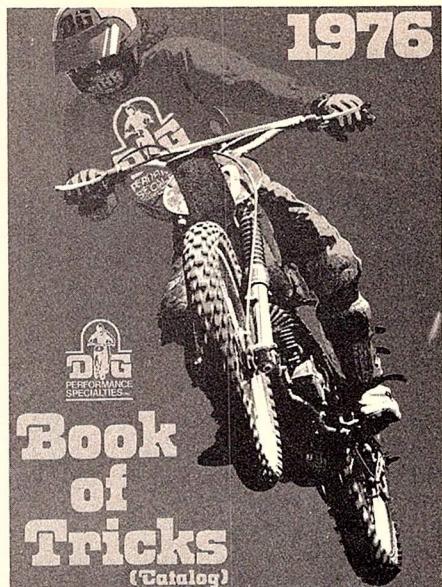


The 34mm Mikuni butts up to special alloy manifold using a four-petal reed.



DG's "Special Edition" is a blast to ride, and although not all the bugs are worked out of the case induction it's still fast. The bike is a testbed for all of DG's products, and even if it weren't fast it's the trickiest looking bike in the pits. As one guy said, "I'd like to own it just to ride around the pits between motos to blow everyone's mind."

the consumer. The engine modification is for research and development only, with an effort to extract as much potential from the Yamaha engine as possible. Besides, it makes a great conversation piece and interested us enough to do an article on it.



Prices of all the parts used on this bike and of parts that weren't can be found in DG's new catalog, *Book of Tricks*. It'll cost you a buck. The address is: DG Performance Specialties, Inc., 5552 La Palma Ave. East, Anaheim, California 92806; (714) 996-4430.

We secured the loan of the bike for long enough to take a couple of practice sessions on it and to tear it down to find out some pertinent information. Despite the more than stock power, it was an easy bike to ride. Power response was quite broad for a powerful 125, and although we were never able to go head-to-head with any other really trick scooter in its class, it had that competitive feel to it. With a full tank the bike tipped the scales at 190 pounds. The heavier-than-stock aluminum Marzocchi forks more than made up for the increase in weight by virtue of their superior performance.

It was a fun bike to ride, which isn't the case with most trick bikes. Besides being a competent race bike it was an expensive one to build, and as mentioned before it's a test vehicle for DG's products and a racer for his team riders.

If you're at the races and see the bright yellow truck with the powder blue DG logo in the pits, check it out for yourself, that's why Gary had it built.

trans-ama ST.LOUIS

Clean sweeps in the mud for Suzuki and Can-Am

Story and Photography by Don Hutson



First moto, first turn. Smith dropped the hammer first.



He never really charged, but Gerrit's consistent ride was good enough for second overall and one-third of Suzuki's winning pie.

Marty Smith proved that he's learned to ride grease well enough to hold off just about anyone except Roger DeCoster.



The St. Louis Trans-AMA — time to try it again.

Heavy, rain-blackened clouds began to roll in just as practice began, bringing with them traumatised memories of the Edison Dye fiasco of a year earlier and forcing AMA officials to assure everyone that the prize money was already in the bag. But though the rains came as indicated, the race went on — proving that while you can't do much about the weather, changing promoters works almost as well.

As the first, tentative drizzle changed to an authoritative downpour, the track changed too. And often. Each lap was a new experience, a new line, a new way to stall or slide or just flat fall off. Kent Howerton said the ground was so soft it was hard, if you can dig it. Every time a rider hit after a jump, the mud would suck at the wheels, arresting forward motion. Kind of like hitting a greasy brick wall, or biting into a Trans-AMA concession hamburger.

The gods were kind, or maybe just devious. The rain finally let up long enough to get the first moto underway. Marty Smith, 18-year-old reflexes honed to the finite edge, got the holeshot, followed closely by Roger DeCoster. Behind them came a wave of Suzukis ridden by Gerrit Wolsink, Koji Masuda and Tony DiStefano. Marty Trips and Brad Lackey were close behind. But back in the pack Jim Pomeroy was already in trouble. Canadian CZ

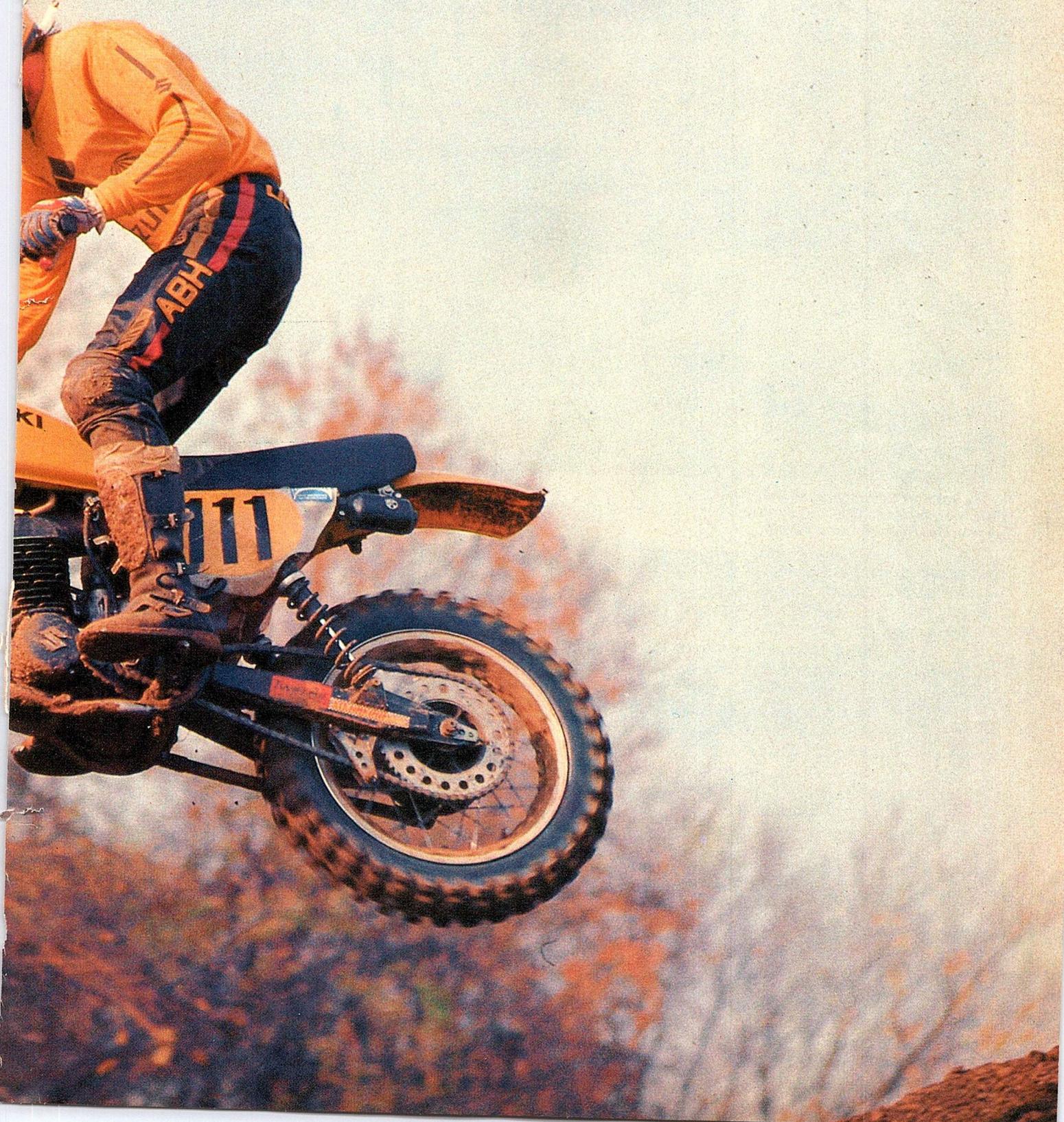
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ROGER DECOSTER

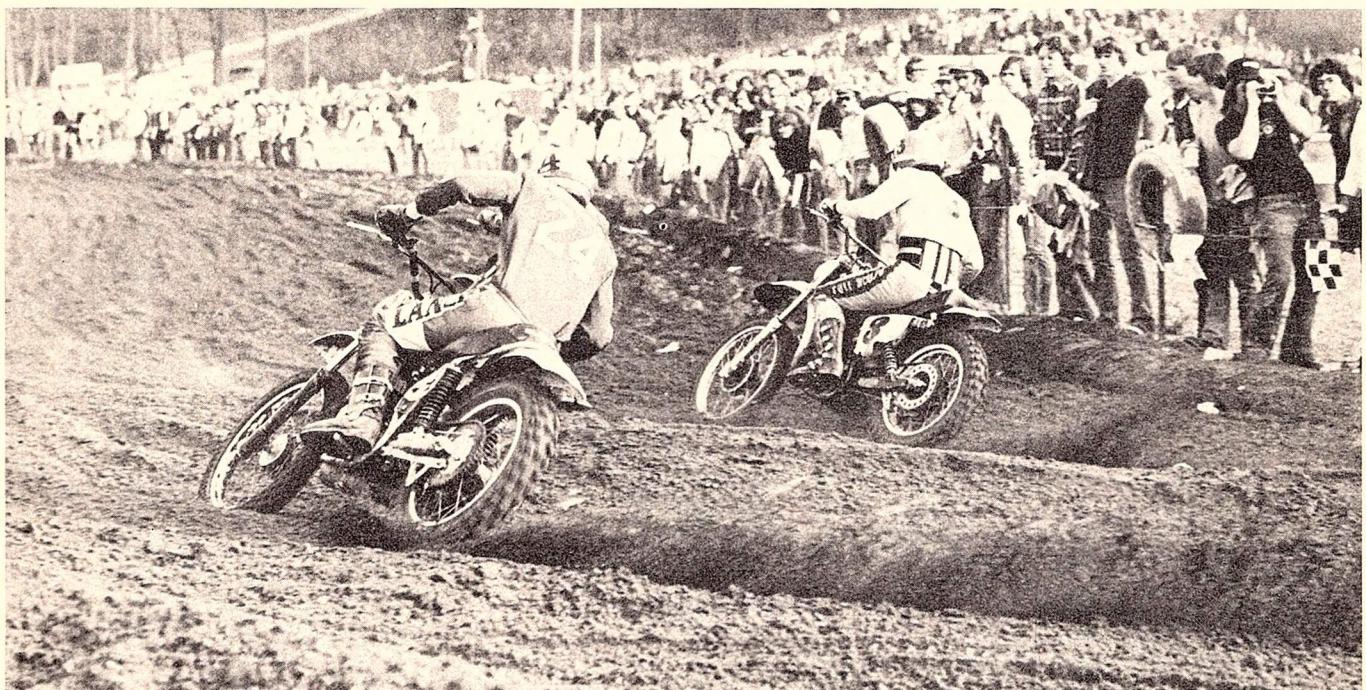
FOUR TIMES 500cc WORLD CHAMPION

TWO TIMES TRANS-AMA CHAMPION





In the Support Class it was all Can-Am.
Here Murphy leads Ellis, but Jimmy
went on for the two-moto sweep.



Bimbo's second moto dice with Tony
was one of the highlights of the day.



The Champion proves that the best way to ride mud is to avoid it.



Pomeroy's second in moto two couldn't make up for the pipe he lost in the first heat.

rider Christian Ethier found a rut to fall over, and Bimbo had the choice of stopping or running directly over the young quebecois. Pomeroy chose to stop, then had trouble restarting.

Smith held off DeCoster for three laps before the champion got by. Marty tried to stick to Roger's trail and pick up a few pointers on the fine art of mud riding, but DeCoster soon moved out into a commanding lead. Marty settled down into a self-taught earn-while-you-learn program, concentrating on holding off the third place Wolsink.

Back in fifth, a heavy dice developed between Steve Stackable and Tony DiStefano, but before either rider could get the upper hand Stack's Maico took yet another dump. Is anyone keeping count?

In the pits, gearing changes were the order of the day for most, but Bernie Thompson, Stackable's mechanic, had heavier problems. Bits of Maico were spread all around the van. They still were when the gate dropped on the second International moto, and by the time DeCoster *et al* were finished with their business for

Cont'd. on page 64

ST.LOUIS

RESULTS	
500 INTERNATIONAL CLASS	
1) Roger DeCoster (1-1)	Suzuki
2) Gerrit Wolsink (3-4)	Suzuki
3) Tony DiStefano (5-3)	Suzuki
4) Kent Howerton (4-5)	Husqvarna
5) Marty Smith (2-7)	Honda
6) Brad Lackey (9-6)	Husqvarna
7) Marty Tripes (7-8)	Bultaco
8) Jim Weinert (8-10)	Yamaha
9) Pierre Karsmakers (11-9)	Honda
10) Koji Masuda (10-12)	Suzuki
11) Gary Semics (12-11)	Kawasaki
12) Jim West (13-13)	Maico
13) Gaylon Mosier (18-14)	Maico
14) Masaru Ikeda (17-15)	Suzuki
15) Peter Lamppu (20-17)	CZ

250 SUPPORT CLASS	
1) Jim Ellis (1-1)	Can-Am
2) Mike Runyard (4-2)	Can-Am
3) Buck Murphy (2-4)	Can-Am
4) Rich Eierstedt (10-3)	Honda
5) Rick Burgett (3-10)	Yamaha
6) Mickey Boone (7-7)	Suzuki
7) Bob Rutter (8-11)	Bultaco
8) Tim Hart (15-5)	Yamaha
9) Ricky O'Brien (9-15)	Yamaha
10) Tony Wynn (6-18)	Yamaha



technical
BMX HOT SET-UP

Pedal power products have come of age

By Dick Miller, with knowledgeable comments by Rick Miller

Bicycle motocross started out as simple and pure a racing sport possible because of its ingredients. All that was needed was a bicycle with 20-inch wheels and two legs to motivate it. Any patch of dirt was a potential race course and more than one bike made a race.

Yamaha's introduction of a special motocross bicycle and the sponsorship of a series of races really got the sport off the ground. Maybe they weren't quite ready for the overwhelming response to the new sport because their races were more popular than their bicycles—which Yamaha has never forgiven us for telling you about.

With factory teams now racing all over the country and the popularity of the sport secure in states such as California and Florida, much special equipment has become available to the potential racer. There are so many new products and innovations that we felt it was necessary to find out some of the most popular items and let you know about them.

The only way to do this was to ask a BMXer and then make sure you're aware that it's his opinion and he's influenced by what he's sponsored on and what he sees other BMXers using. In this case Webco gets the nod because Rick Miller is sponsored by them and he's our consultant. All the products mentioned aren't distributed by Webco, but most bicycle shops are aware of where to find the parts that aren't.

TIRES

The best tires are the Carlisle Aggressor, Goodyear Eagle, Cheng Shin and the new Schwinn Scrambler. Also becoming very popular are the skinny 1.75 width tires because there is less friction when racing.

SEATS

The single seat is the most popular in racing because of the weight and the riding posture. The banana type is the more common on play bikes. I like the Ariake brand because it's very strong and still light. I broke a lot of seats before using this brand.



HANDLEBARS

High-rise bars are the most widely used. Most of the bars are made of mild steel and some are of aluminum. The aluminum bars are the hot setup for racing because of their light weight. Most bars are cross-braced.

FORKS

Some of the most widely used forks are the Red Line, Ashtabula, Mathews and the triple clamp type. I personally prefer the Red Line.

CRANKS

The length of the crank is very important, and just about everyone is sporting 6.5-inch one-piece cranks. The aluminum cranks are very good for racing because of their light weight and balance. I consider the best aluminum crank to be the Dura-Ace made by Shimano—but it's extremely expensive. Most of the other cranks are about equal. Some seven-inch cranks which will give more torque are starting to become available.

GOOSENECKS

There are several different kinds of goosenecks and I consider some, such as the regular Ashtabula and some of the double clamp (motorcycle-type) goosenecks, to be very dangerous. I've seen several of these break. Webco's reinforced Ashtabula gooseneck has given our team no problem.

WHEELS

The most widely used wheels are the Motomags (cast aluminum), Araya and Wymen (spoked aluminum), and other heavy-duty motorcycle spoke-type wheels. The Motomags are very strong but somewhat heavy. The alloy spoked wheels are light and use Shimano rear hubs which have a shorter drive to brake action that is very effective. They also bend easily, so you have to be careful when jumping.

There is also a new wheel from Skyway which is made of nylon. They are light and inexpensive and have to be black because of sunlight affecting the strength. As of this writing there still are some complications. I have raced one of the prototypes on the front of my bike without breaking it and it is just as light as the alloy spoked wheel. It is also about two pounds lighter than a Motomag. The Motomag is still the most durable for the rear.

FRAMES

The most widely used frames are the Webco, Mongoose, Littlejohn and Redline. All are the rigid type. They have proven to be faster than the monoshockers in racing.

PEDALS

I think the KKTs are the strongest pedals you can buy. I bend the crank before I bend the pedal, so with the aluminum crank I use a different, lighter pedal so I won't ruin the crank.

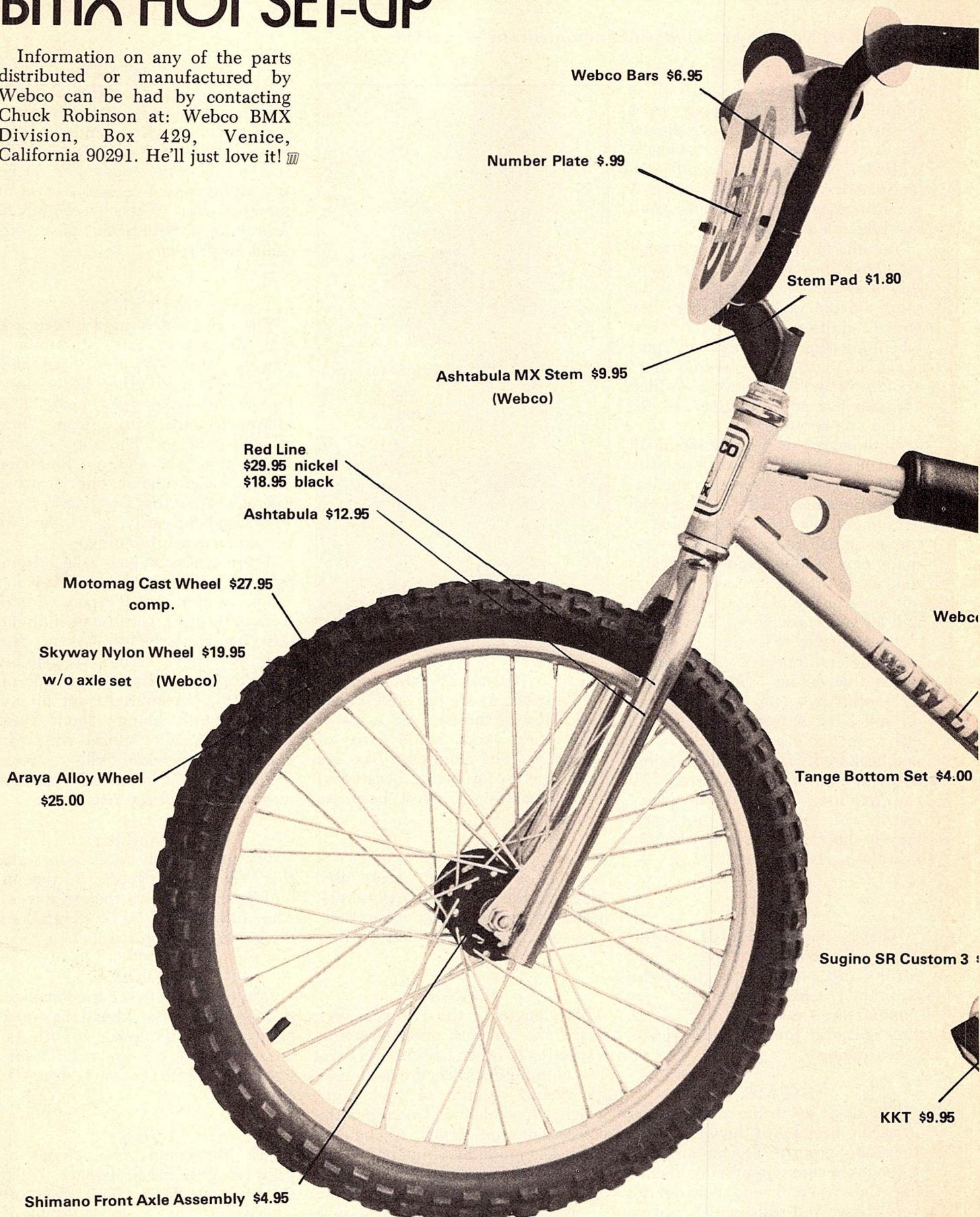
GRIPS

Just like motorcycles, choice of grips is a personal preference. I like the Preston Pettys with the soft compound. The Ourys and some of the copies are also popular.

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BMX HOT SET-UP

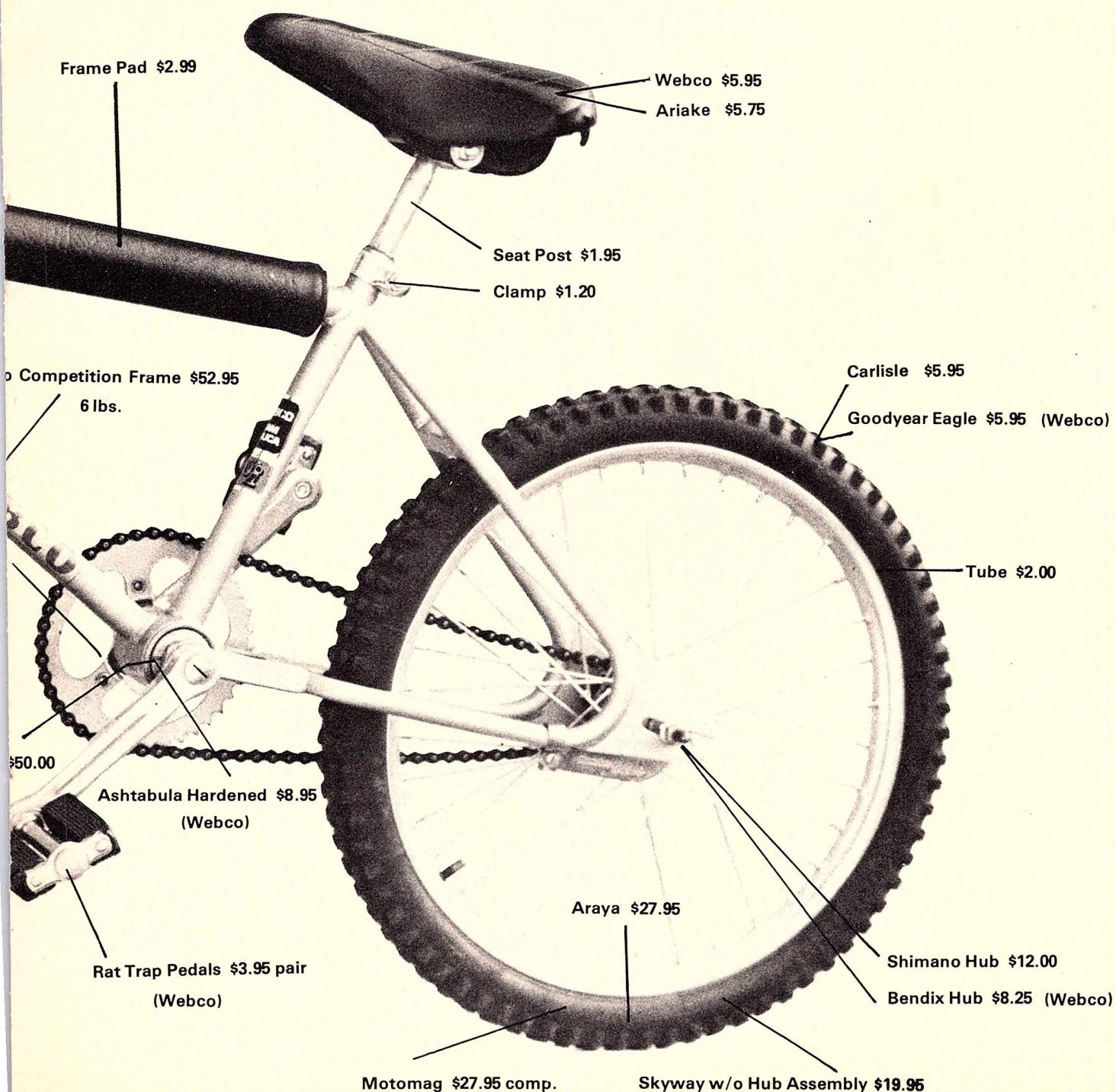
Information on any of the parts distributed or manufactured by Webco can be had by contacting Chuck Robinson at: Webco BMX Division, Box 429, Venice, California 90291. He'll just love it! *III*



Grips \$2.00-\$3.95

— Bike as Shown —

24 lbs.





YAMAHA MX125C

race test

The choice in the 125 class gets one bike harder

Confidence is the key. There is no way that you can really ride a motocross quickly unless you have absolute confidence in your own abilities and those of your machine. The true worth of a motocross bike to you is measured by what kind of tune it plays in the spaces of your mind as you click it down through the gears and pitch it screaming into a rutted, loamy turn. What happens, happens. How you feel about what happens is maybe more to the point.

Up until now, the 125cc Yamaha MX series motorcycles have always played a shaky tune. Twitching back ends and bucking fronts kept rider confidence levels lower than basement plumbing, while anemic five-speed engines kept speeds low enough to make falling off safe. As a result, the MX125s were always

considered to be good trailbikes; but as racers the series just didn't make it.

This year, Yamaha has redesigned the 125 MX, making it into a full-on racing machine that still comes stock with a U.S. Forestry Service approved spark arrestor. Now, the 125 MX is not only a dynamite

"The bike seems likely to maintain its reputation for durability, while building a new one for competitiveness."

"There's something to be said for the dual-purpose concept when it's executed correctly."

trailbike, but an excellent racer to boot. There's something to be said

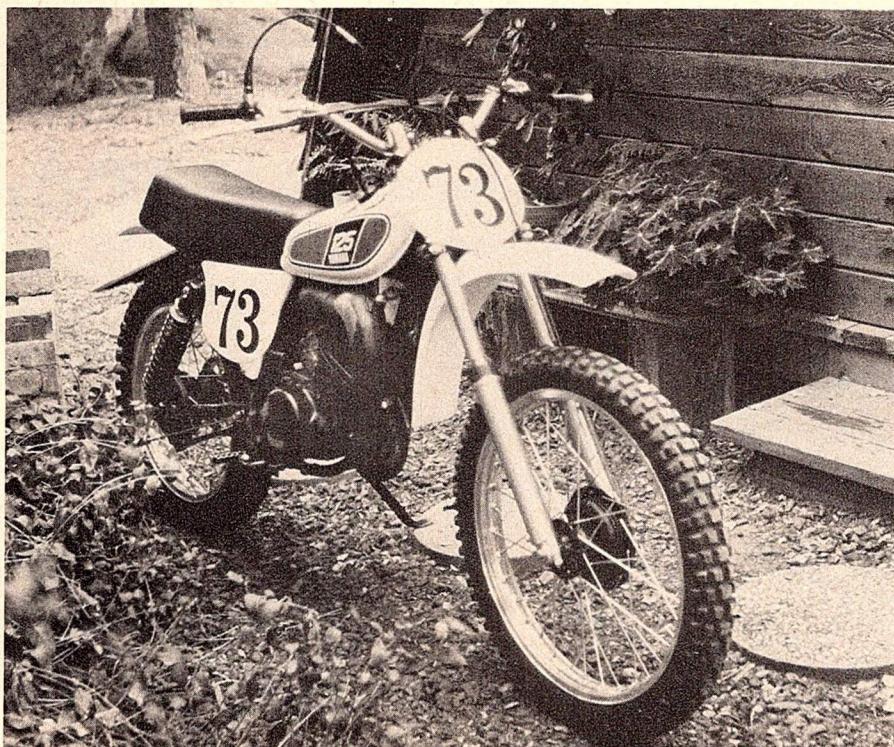
for the dual-purpose concept when it's executed correctly.

Replacing last year's standard-mount Thermal Flow rear shocks are new gas Kayabas with a single-rate spring, and mounted in the laydown position. It's a setup similar to that of the RM Suzukis. Yamaha insists that *their* gas Kayabas are better than *Suzuki's* gas Kayabas. Whatever. The relevant truth of the matter is that gas Kayabas, whether they're on a Suzuki or a Yamaha, wear out very quickly (like in five races if you're gassing it), so it doesn't matter much whose are better. We detected no significant differences in terms of shock function.

While the Kayabas work, they work very well — as does the entire mechanical package which comprises the MX125C. All the things which made the old MXs no more than just good trailbikes, things like oil injection, spook suspension and a poky engine, are gone. In their place the MXC debuts a really powerful, six-speed YZ-like engine that gets you the holeshots and spits you out of turns like a watermelon seed, and a suspension that, while not perfect, can be dealt with.

But the MXC is not simply a YZ of a different color. The things that made the old MX a neat bike to own, things like dependability, durability and low maintenance costs, are still there. They've just been made better. For instance: The engine, though ported to YZ specs, still has an iron cylinder liner that can be rebored if you happen to waste a piston. The YZC's cylinder, which has a chrome bore, must be rechromed or replaced if damaged. Have you ever tried to have a cylinder rechromed? Most people end up having to buy a new one.

Then there's the suspension. It's not a perfect package, but it can be



The Yamaha MX125C: an absolutely competitive bike that is understandable.

YAMAHA MX125C

lived with, and it avoids some of the hassles of the monoshock system like set-up difficulty, weight and air box restriction. The saving grace of the MXC's rear suspension is that it is *understandable*. Motocrossers have been dealing with shock absorbers and springs for a long time. We can get into a shock absorber and get it working just right for our own

particular style. While the monoshock system is something that

"All the things which made the old MXs no more than just good trailbikes . . . are gone."

most people (and a lot of dealers) are afraid to screw with, a more conventional system like that of the

MXC can be personalized without undue trauma.

That's something the even relatively serious racer will have to do soon after buying an MXC. Suspension has never been a strong point on Yamahas, and the MXC is no exception. It starts off feeling pretty good, but soon the forks start bottoming and you begin to lose



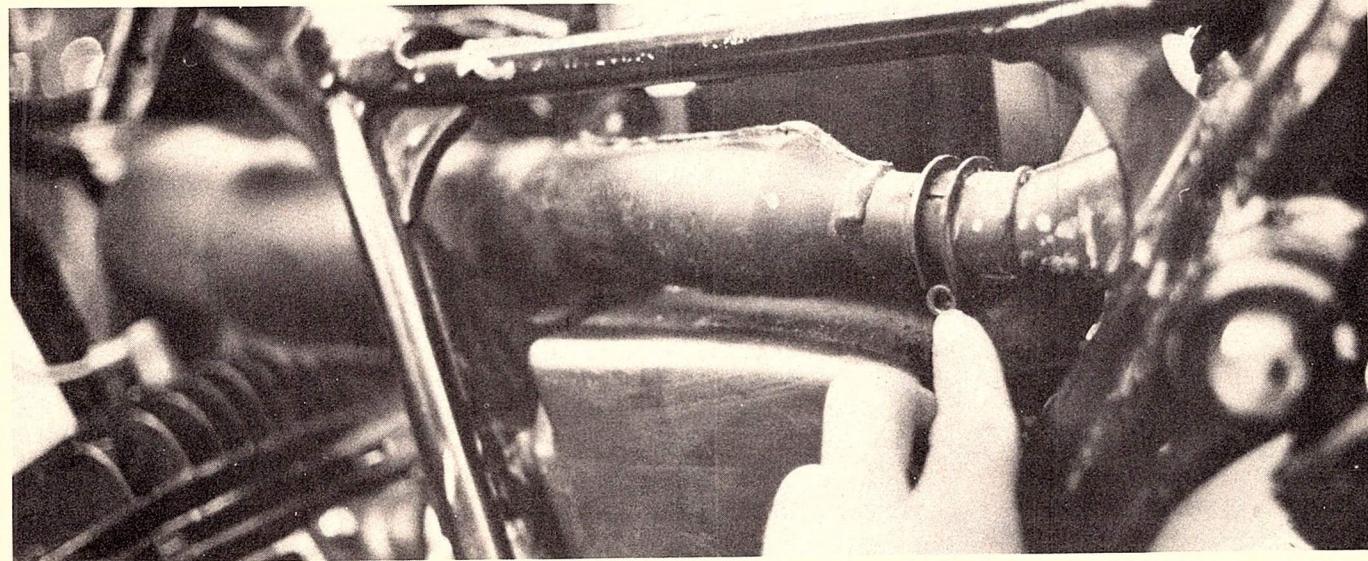
Gas pressure Kayaba laydown shocks work well for a while. Spring rates wither with time.



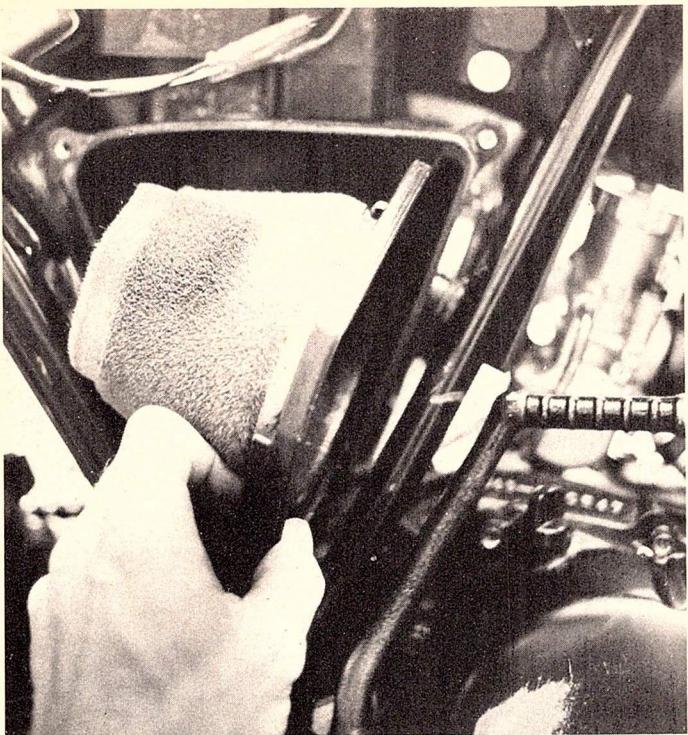
Spokes, both front and rear assemblies, never came loose, a rarity among test bikes. Forks kept the wheel on the ground up to a point. Pitching it at speed over bumps would cause loss of contact and a wash.



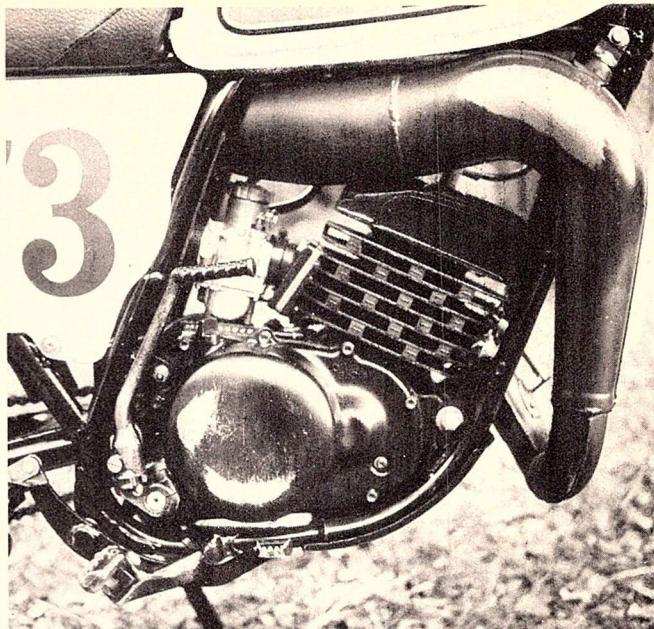
Fork position is adjustable over a two-inch span, cables are heavy-duty and smooth working. Brake cable is well guided and doesn't hang up on the fork tube.



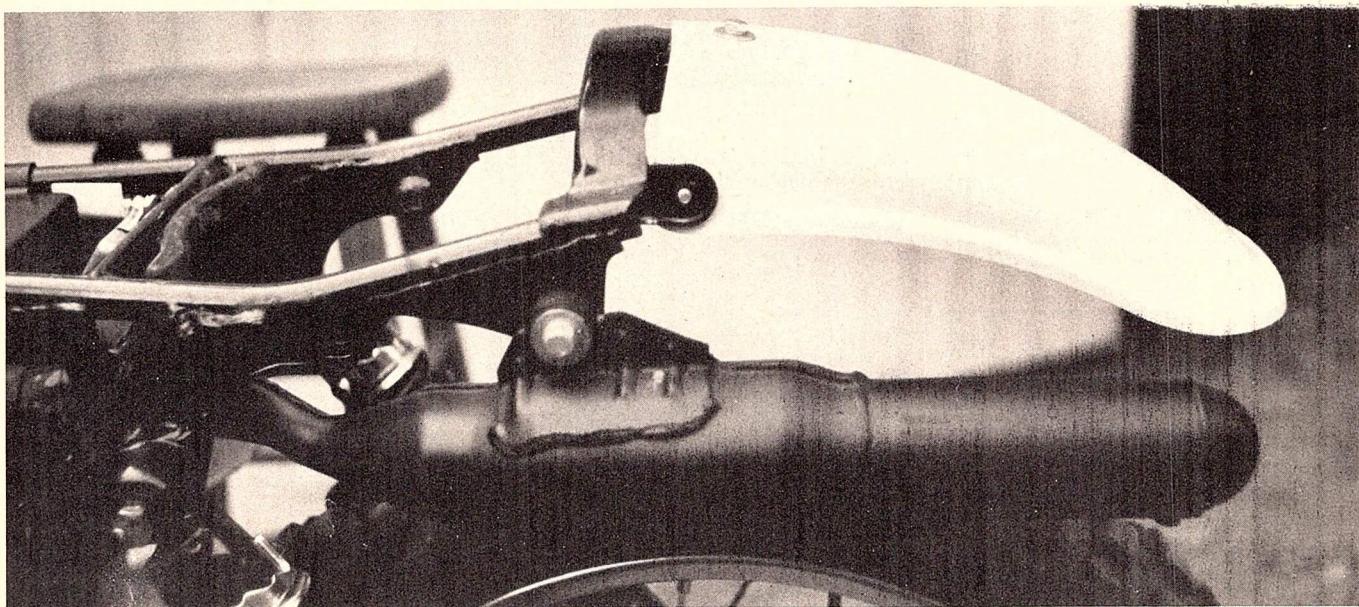
Pipe disconnects easily at this point for quick access to the cylinder. The whole bike is the most easily serviced of any we've tested.



Air cleaner design, usually the weak link on a Yamaha, is so boss on the MX125C that it is actually *trick*.



Six-speed YZ engine with an iron sleeve delivers some of the finest power we've ever experienced from a 125 stocker. Footpegs are very slippery on a wet track. Kickstarter is a little awkward and your knee will occasionally contact the pipe.



Weight saving is apparent on the MX. YZ-type bobtail frame and short fender make up for the weight of the muffler/spark arrestor. The U.S. Forestry-approved unit doesn't intimidate power output at all.

your confidence in the shocks. The substitution of 190cc of Bel-Ray 30-weight in each fork tube settles the front end down a little, and a couple of clicks on the shock spring adjusters sets the back up just right. But after a few hot practice sessions, the forks start feeling squirrelly again and the shocks fade. The front wheel seems to want to dance on the bumps, giving you a dreary feeling

about what's going on below. A front end that jitterbugs through a corner doesn't do much for your

"... one of the most easily serviced bikes we've ever tested."

confidence. When the shocks fade, they begin to return a little too smartly for our tastes, but it's not too

bad. But as the springs begin to weaken — and they'll do that sooner than you expect — the ride begins to get unmanageable. Yamaha needs to get their hydraulic pressures worked out more completely, and to get turned onto some good springs. Otherwise, as in the case of the MXC, the new owner's first consideration must be to upgrade the suspension. *Continued*

YAMAHA MX125C

This is not to say that you can't wail on this bike in stock trim. While the suspension isn't quite there, the persevering rider is well-served by the excellent frame, engine and tire package. While the chassis is made from the same light-duty steel that constitutes most Yamaha frames, it is constructed in short enough sections to make the frame fairly rigid. You might say that it's a YZ frame without the monoshock. Much of the vertical stress that caused last year's MX swingarm to flex so much is relieved by the laydown shock arrangement this year, so deflection caused by side loads is much less apparent. And the added travel of the laydowns — 5.8 inches — helps to make the rear end more stable. The result is a machine which handles better than you might at first suspect.

The power produced by the YZ-ported six-speed is excellent. We always felt that the reed valve 125cc Yamaha engines lacked the top end

"The new MX125C is definitely a better machine, because after it tickles your alarm centers to see if you're awake, it gives you back the handle so you can save it."

power necessary to compete with race-tuned Hondas. The top end slump endemic to the Yamahas was, we felt, a function of the reed valve induction system. But a few rides on some factory-prepared YZs convinced us that the power was there, it just has to be coaxed out with the proper port work and pipe tuning.

That work has been done. The MXC has all the power you'll need to be competitive against almost any 125. In stock trim, burning a hefty 20:1 pre-mix and with the spark arrestor still attached, the MX125C comes on like a KX125 Kawasaki, and keeps delivering all the way to the top. We were very impressed.

For the novice, the reed valve induction still gives the added advantage of clean running even at impossibly low crank speeds. You can pull it from anywhere in any gear and never fog the spark plug. This gives the bike a decided



Heavy hits will keep the Yamaha skittering until the suspension settles down, which makes two nasty jumps in a row something to deal with.



Good tires keep the MX sticking longer and excellent throttle response gets the Yammie away faster than most production 125s.

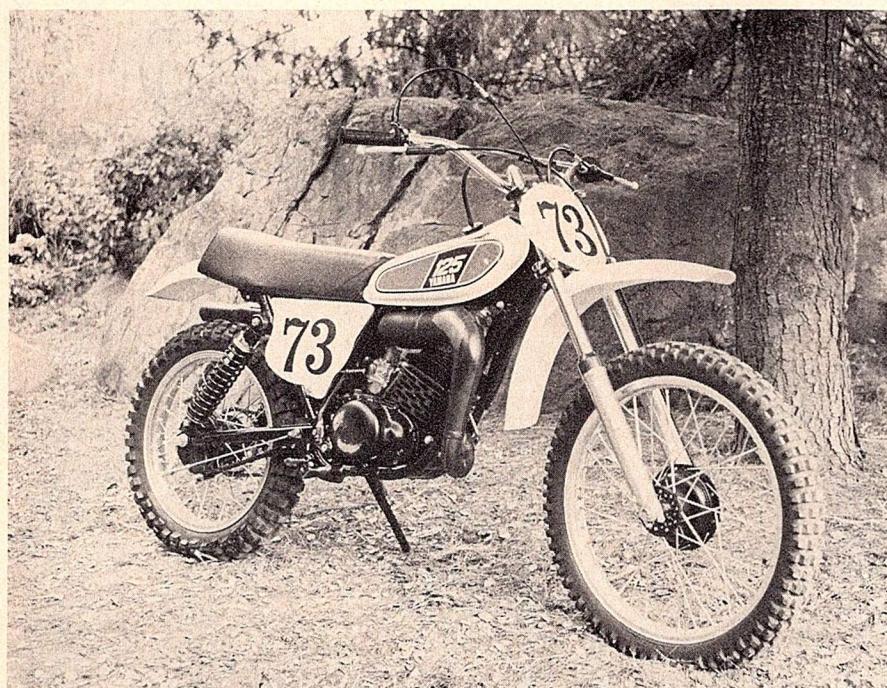
advantage over many highly tuned competitors, especially when the action hits sand or mud.

Staying on the powerband is no problem with the six-speed gearbox, but keeping the piston and rings is another story. Because of the high power output and the somewhat radical porting, Yamaha strongly recommends in the owner's manual that the piston and ring be replaced *after every race*. While this may seem a little excessive, considering the pipe wrench durability of past MXs, this is not an unreasonable requirement. If you're not racing,

just riding, you should still pop for a new piston assembly every few weeks. Take our word for it.

Keeping your confidence at the Marty Smith level when your suspension is doing a tap dance through the turns can be a chore if your tires aren't doing the job. This year, Yamaha has shod the MX model with a sano set of Dunlop Sports. Between the wraparound 4.10 on the back and the sticky 3.00 on the front, there's more than enough prime rubber on the ground

Cont'd on page 67



White on black with red trim and a set of businessman's tires makes the MX acceptably hairy looking.

SPECIFICATIONS

Make Yamaha
Model MX125C
Country of Manufacture Japan
Retail Price \$890

ENGINE

Type: Two-stroke, single-cylinder, reed valve
Bore & Stroke 56mm x 50mm
Displacement 123cc
Compression Ratio 7.5:1
Cylinder Five-port, iron sleeve
Carburetion: 30mm Mikuni (VM30SS)
Ignition CDI
Lubrication Pre-mix 20:1
Air Filter Fuzzed foam

TRANSMISSION

Type Six-speed, constant mesh
Ratios:
2.538, 1.933, 1.555, 1.300,
1.142, 1.045
Primary Helical gear
Ratio 3.894
Drive Chain DK428HD

SUSPENSION

Front Sprung hydraulic forks
Rear:

Pressurized hydraulic shocks
and springs, laydown position

Travel: 6.5 inches front, 5 inches rear

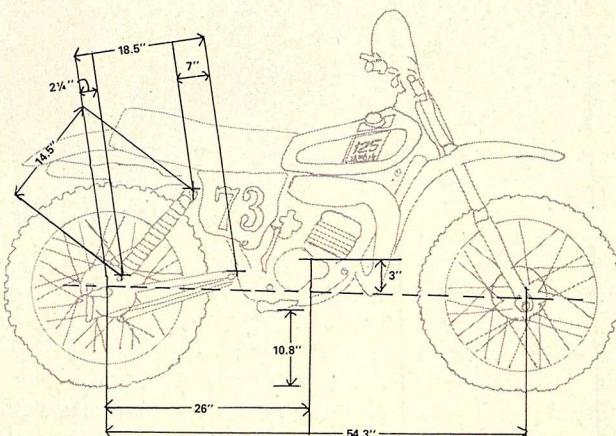
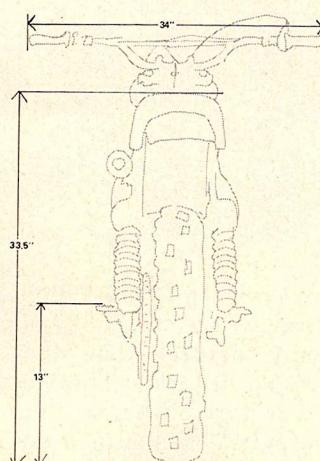
DIMENSIONS

Wheelbase 54 inches
Ground Clearance 10.8 inches
Seat Height 33.5 inches
Track Weight 189 pounds
Weight Bias:

44 percent front, 56 percent rear

CAPACITIES

Fuel 1.5 gallons
Transmission 650cc
Forks 190.5cc



product evaluation

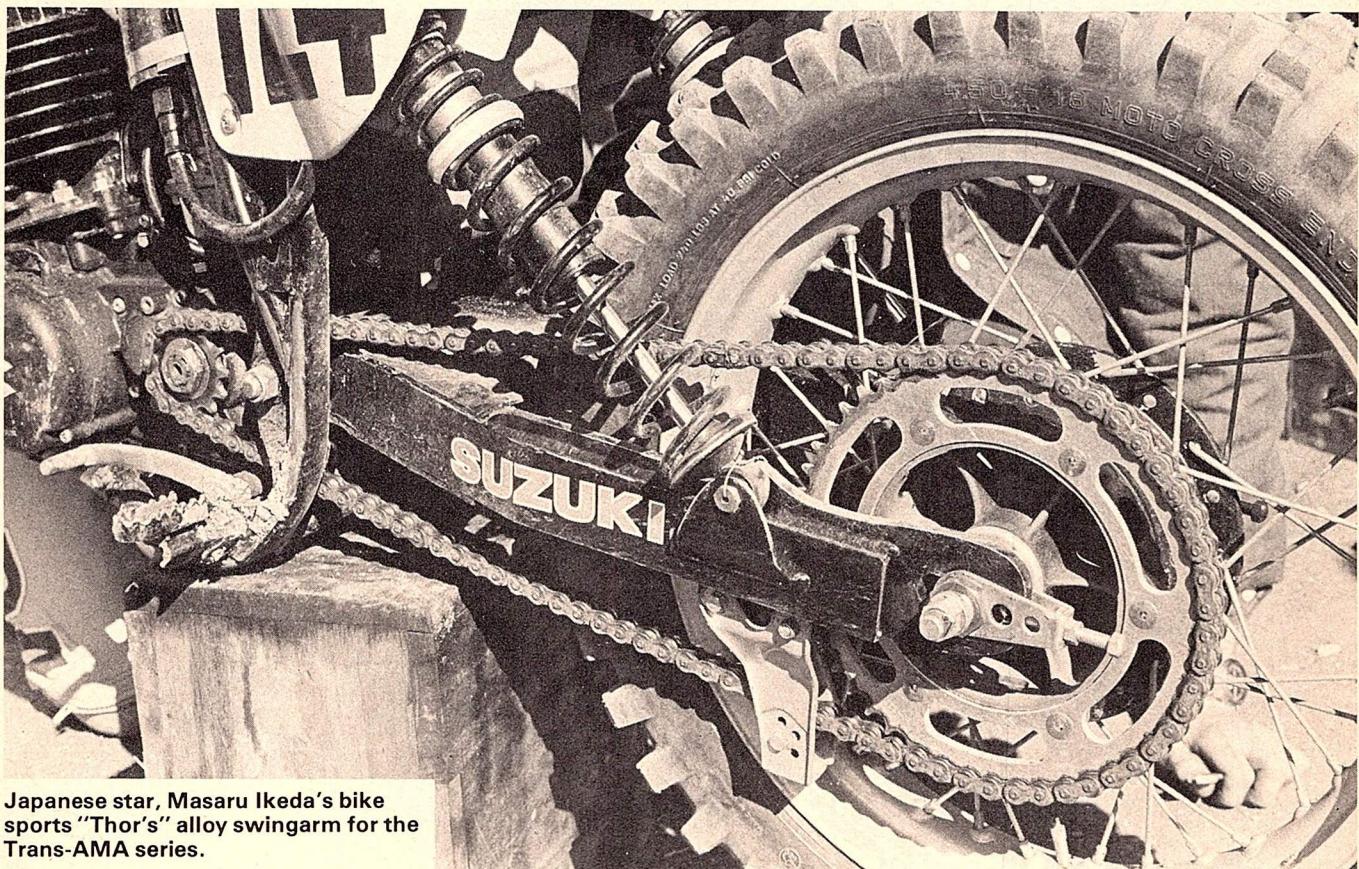
A "FACTORY REPLICA" SWINGARM FOR SUZUKI RM MACHINES

By Dick Miller

*Like a lot of things in life,
Thorwaldson's new accessory
isn't totally necessary. But it
sure is nice to have*



Rich is worried that we might not like it.
No problem!



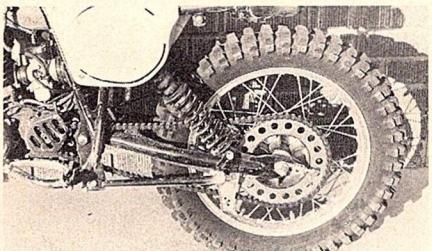
Japanese star, Masaru Ikeda's bike
sports "Thor's" alloy swingarm for the
Trans-AMA series.

One of the few easily noticed differences between the new RM250 and 370 production Suzukis and the RH models of the Suzuki factory team is the swingarm. The RH racers are fitted with box section alloy swingarms that give a weight savings of close to two pounds over the stock RM arms of standard

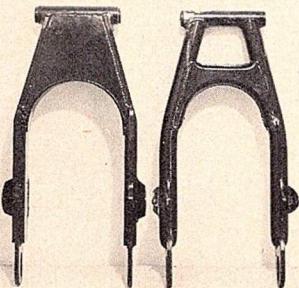
tubular chrome moly. And, while lighter, the RH swingarms are substantially stronger than the stock units, because of the box section construction and the use of an extremely high-stress alloy.

Given the immediate popularity of the RM line, it was only a matter of time before someone would come

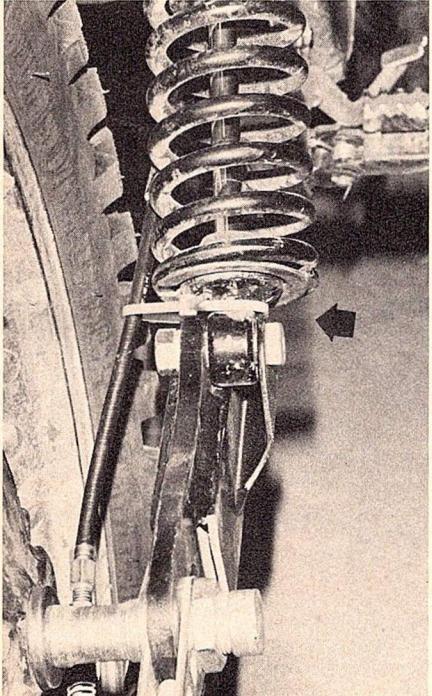
out with a "works replica" swing-arm. Given his background, it was only natural that that someone would be Rich Thorwaldson. The ex-factory Suzuki star has produced a replica swingarm which was good enough to be used by Japanese stars Kojii Masuda and Masaru Ikeda during the Trans-AMA series when



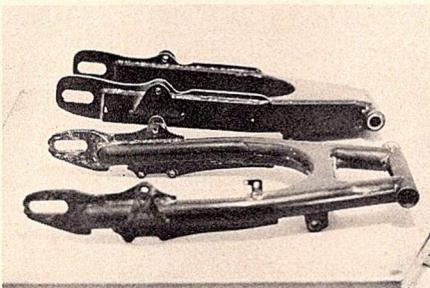
Stock swingarm is chrome moly and strong. You'll get more flex out of the sidewall of the tires than this arm. What little flex there is is only discernible to the demanding rider. Thor's alloy swingarm will save some critical weight and eliminate flex.



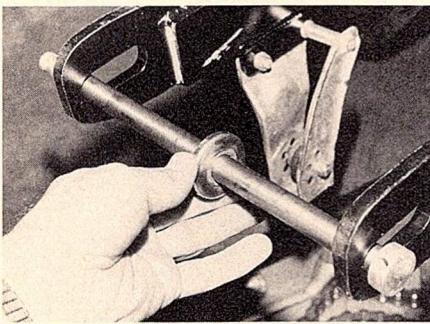
All stock components are interchangeable with the "replica" arm. It helps to have access to a press to change the needle bearings and spacer but with a couple of sockets, extension and a vice you can accomplish the task without much effort.



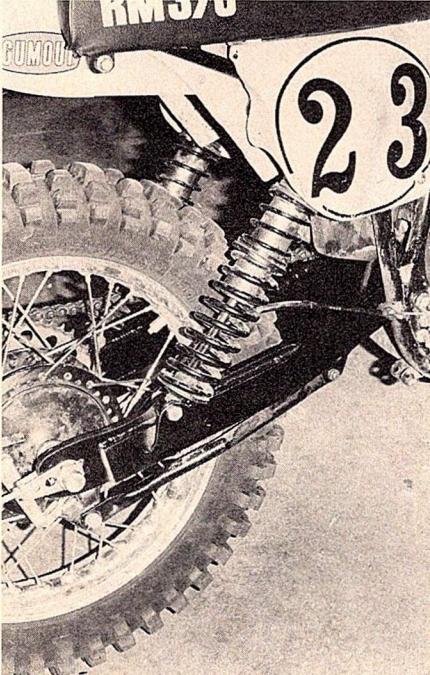
We used a tie wrap for the brake cable since the stock guide is no longer used and wasn't much good anyway.



The box type construction uses 6061 aluminum, the strongest weldable alloy available. It's hard to believe that Thor's arm (top) is almost two pounds lighter, but it is.



You've probably discovered some difficulty in removing the axle from the wheel. If the axle is straight then the dust cover is the culprit and is flared, causing binding. A rat tail file will cure it!



There it is! Now the only thing left to make your bike look like DeCoster's is to make yourself a floating brake setup using that extra frame tab.

there weren't enough RHs to go around, and the new units stood up well under the intense riding style the two are noted for.

Thorwaldson uses 6061 aluminum — one of the strongest weldable aluminum alloys — as his base material. He has it normalized for stress relief, and anodized in either black or red for the sake of appearance. The result is a product which approximates the works unit in weight and strength.

The changeover procedure from the stock to the Thorwaldson swingarm is a simple operation, since all of the stock parts can be used. The only problem you may encounter is that of removing the needle bearing and cage from the pivot end of the arm. Normally, a press is used for this operation, but if you don't have access to one you'll find that a long-reach socket, one that fits inside the bearing, will butt against the spacer inside the pivot. The socket can then be used to push out the bearing, using a bench vise to apply pressure. Simply reverse the procedure for the other bearing. Installation of the bearings in the new swingarm is an easy press fit.

The chain guide is a bolt-on affair, with only an extra washer being needed to compensate for the slight differences between the two arms. Since no provision is made for a brake cable guide, we used a plastic tie-wrap to keep the cable away from the rear wheel. The wheel adjusters are interchangeable, presenting no obstacles to the hardware switch-over. The only other modification is the need for two lower shock bolts which are quarter-inch longer stock, along with a locking nut and washer for each.

There is relatively little difference in handling between an RM with the Thorwaldson swingarm and one with the stock unit. The advantages of the Thorwaldson arm lie in the area of weight savings, extreme rigidity and the "works" appearance that tags the unit as a "factory replica." Cost is \$139, with a choice of red or black anodized finish. You can reach Rich Thorwaldson at P.O. Box 1104, Cerritos, California 90701. ▀



trans-ama
LAKE WHITNEY, TEXAS

DiStefano slides to a win in cow pie country

Story and Photography by Pete Szilagyi



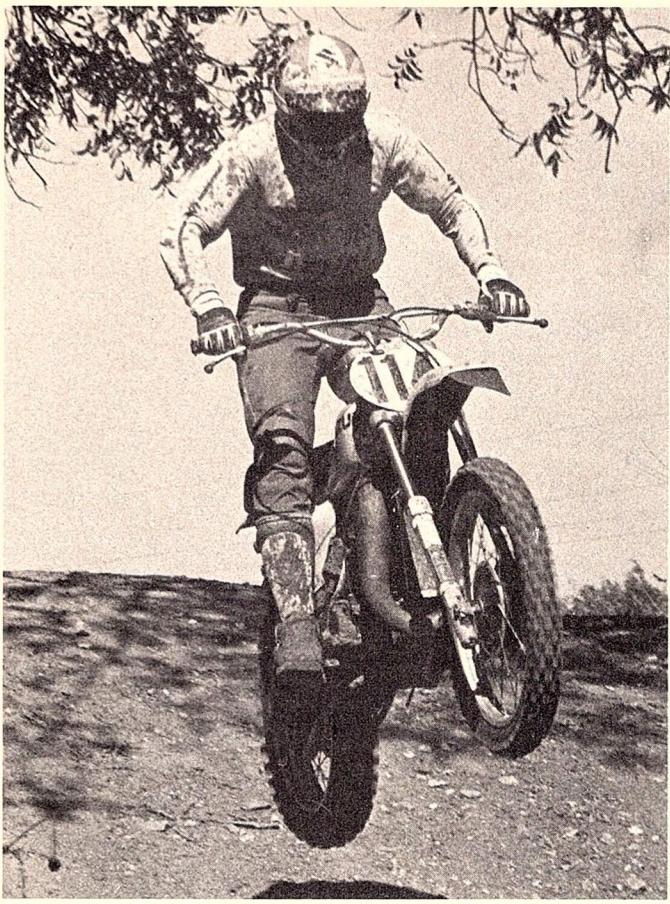
Eierstedt in a picture-perfect tripod through a picture-perfect berm.



In the first moto, only Roger was able to get a close-up view of Smith's backside.

In 1974 the Trans-AMA rolled into Lake Whitney Cycle Ranch with Roger DeCoster, Willi Bauer, Ake Jonsson, Adolf Weil, Arne Kring, Hakan Andersson, Harry Everts, Gerrit Wolsink, Hans Maisch, Bengt Aberg and Vic Eastwood. That's several World Champions' worth of heavy talent, who traveled to the Texas ranch country to challenge the American riders on their own soil — or, more correctly, to allow the Americans to challenge them.

How things can change in 12 months. This year the Trans-AMA snuck into Whitney through a back gate, looking mildly embarrassed and tiptoeing to avoid waking the cows. DeCoster, Wolsink and a couple of no-name Italians were the only European riders. It's no secret that the two Suzuki riders traveled to the States because they were assured of picking up some long green, and because their employer needed them to help promote the showroom RM bikes. The rest of the Europeans who came in 1974 were



As usual, Wolsink rode unspectacularly to third overall.



Stackable owned the second moto, but only earned one series point for his efforts.



Tripes and Mosier, two fairly equal riders, had a good race until Marty's Bul committed suicide.



Bicentennial Brad was one of the few who could keep up with Stack, Stef and Smith.



Wise rode from last to seventh in the first Support moto.

back home shoveling snow and making babies; apparently the tour wasn't worth the bother. Even a mental midget can see the handwriting on the wall: the Trans-AMA is in the middle of a downhill slide, most likely a fatal one.

The track conditions at Whitney were also vastly different from those of the previous year, when excessive rains had turned the sandy loam into drain-plug-deep mud. This year it was hot and dry, with a glaring yellow sun casting long shadows through the dust.

And so was the crowd. The weather was good, but only about

ten thousand spectators showed up. It was a horrible turnout for a state with a population of 12 million and an innate love of motor sports and hero worship. There must be at least ten thousand 125 Novices *alone* in Texas. The inflated Trans-AMA gate fee (\$7 at Whitney, which was by no means the most expensive on the tour) dissuaded quite a few, especially those who knew that all the big names wouldn't be on the circuit this fall. The ten thousand who came were the hard core, the ones who'd pay seven bucks to watch Jim Pomeroy brush his teeth.

Instead of an American-European

challenge, it was a race between the Americans to see who could cop the positions left vacant by DeCoster and Wolsink. In most cases they raced *around* the Europeans, and not *with* them. This is certainly understandable, since only a great Trans-AMA tour could have been any more than an anticlimax to the breathtaking 250 and 500 National series last summer. Possibly the only assertion left to be made this fall concerned Marty Smith's ability as a 500 rider. And he proved he can ride with anybody, while out-crossing-up and out-wheelieing them at the same time.

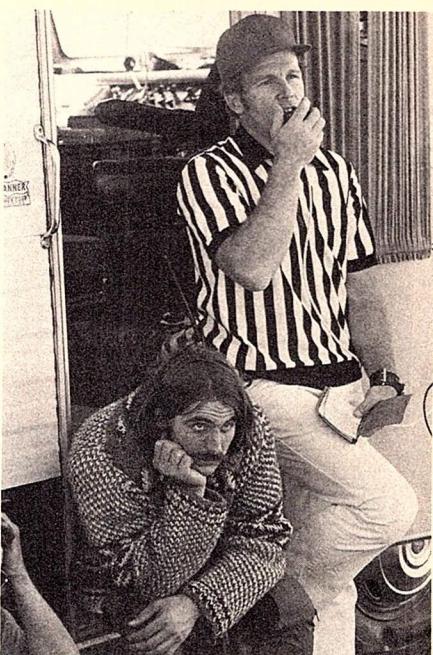
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Toward the end of the second moto Tony D. could afford to slow down and cruise to the overall.



This is how Marty Smith rides with a flat front tire.



Even the cows in the pasture laid down for a nap during the riders' meeting.

Take, for example, the first International moto, which Smith won with relative ease. Marty caroused through the first turn ahead of the pack. By the end of lap one, Pomeroy was the only rider threatening; he passed Marty and led briefly until his Bul's transmission bellied up. Then it was Smith all alone again, followed by a rerun of the National series, with DeCoster and Wolsink complicating matters. Roger had a solid second; behind were DiStefano, Wolsink, Lackey, Howerton and Stackable.

DeCoster stayed with Smith and it only seemed like a matter of time before he'd pass, but Roger bobbled on a slick corner and Stef zoomed into second place. Tony D. seems to

Cont'd on page 71

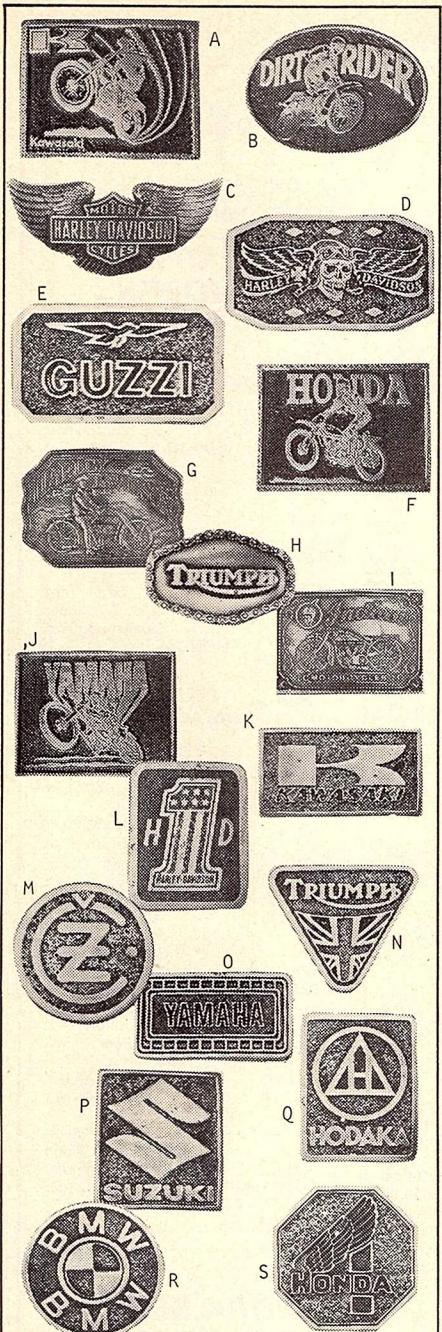
RESULTS

500 INTERNATIONAL CLASS

1) Tony DiStefano (2-2)	Suzuki
2) Roger DeCoster (3-3)	Suzuki
3) Gerrit Wolsink (4-6)	Suzuki
4) Kent Howerton (7-4)	Husqvarna
5) Pierre Karsmakers (6-5)	Honda
6) Marty Smith (1-15)	Honda
7) Gary Semics (11-7)	Kawasaki
8) Jim West (10-8)	Maico
9) Jim Turner (12-9)	Husqvarna
10) Bob Harris (13-11)	CZ
11) Masaru Ikeda (15-10)	Suzuki
12) Gaylon Mosier (9-20)	Maico
13) Arlo Englund (17-13)	Kawasaki
14) Jim Weinert (8-22)	Yamaha
15) Brad Lackey (5-25)	Husqvarna

250 SUPPORT CLASS

1) Jim Ellis (1-1)	Can-Am
2) Rich Eierstedt (2-2)	Honda
3) Terry Clark (3-5)	Husqvarna
4) Tim Hart (4-7)	Yamaha
5) Mike Kessler (5-8)	Husqvarna
6) Danny Turner (8-6)	Yamaha
7) Wyman Priddy (6-10)	Kawasaki
8) Tommy Croft (9-9)	Honda
9) Steve Wise (7-12)	Bultaco
10) Buck Murphy (19-3)	Can-Am



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WRENCH WRACING

Cont'd. from page 14

there to entertain the crowd. In fact, the whole race is put on just to entertain a crowd. To make it obviously "safe" would be to take away from its spectacle and therefore defeat its purpose. It's like saying bullfighting or chariot racing is/was unsafe. I can think of a lot of safer places to be than in fifth gear coming down a ski jump. The trick is that the risk is calculated. By the time the race is ready to start, each rider knows everything about the track he needs to know in order to survive. He is a professional. If there are rocks on a jump, the riders all know they're there and they've all figured out how to get around them. If there's a jump that will surely break your bike in half if you go over it wide-open, then they'll figure out a way to cool it. That's what separates the smart riders from the not-so-smart riders.

The problem is that an artificial track has no rhythm. That's why you see riders like DeCoster and Mikkola getting out of shape and eating it at the Superbowl. They've got the beat, but there's no harmony with the track. Sure as hell there's no harmony between them and Mike Goodwin.

I don't believe the Superbowl track or any artificial track can be called a disgrace or ridiculous. But neither can it be called motocross. It is what it is, I guess. "Artificial Motocross," if you wish to call it something. If you are a spectator who enjoys good motocross racing, then go watch some good motocross racing. But don't go to the Superbowl because you probably won't like it. It's just a bunch of guys falling down and breaking their bikes, just the kind of excitement 50,000 Southern Californians will pay \$10 apiece to watch.

The AMA is concerned, but only for the AMA. As far as the riders' safety, don't worry. The riders usually take care of that. If there's something on the track that's going to kill them, they'll let the guy in charge know.

What would Mike Goodwin have done if the AMA had banned the track? What he should've done in the first place: pay the top riders to race the Superbowl. If he's going to have those guys race that garbage,

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he ought to at least pay them. Besides, if he paid the riders enough, you wouldn't hear any complaints about the track.

Don't be fooled for one minute into believing the AMA is handling it just because they're the AMA. The AMA, as I see it, is just an overstuffed bureaucracy that sends out marshals to check bikes, levy fines, see that the integrity of the pit gate is not breached before the appointed hour and maintain pit passes. I don't think the AMA is at this point qualified to handle professional motocross racing. You're right, Mrs. Prudence Lane, it is too bad the riders don't have someone to represent them. They need an effective professional racers' organization.

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Dear MOTOCROSS ACTION:

I have a hot tip here concerning snap-on rock guards. I know from experience that many people who have just purchased a rock guard run into a bit of a problem: where to drill the holes in the helmet so that the snaps will be in line with the snaps on the rock guard. Here's what you do: Take two pieces of duct tape. Put one on each side of your helmet in the area where you will drill the holes for the snaps. Then put on your helmet and hold the rock guard up where you want it. The push both sides of the rock guard up against the tape on your helmet. The snaps on the rock guard will make circular indentations on the tape. Then just drill the holes in the middle of the circles on the duct tape. Screw in your snaps and snap on your rock guard. Perfect fit. Isn't that the neatest idea you've ever heard of? Such brilliance boggles the mind.

Scott Hudson

Roswell, Georgia

P. S. Does Baz still have orange hands?

No, but he's green with envy at your perspicacity.

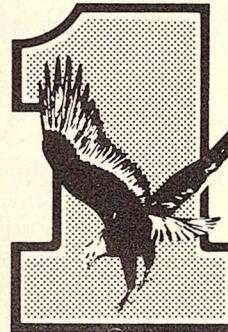
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MICHIGAN

Cont'd. from page 24

had existed and left the stunned National Champion behind with a stalled engine.

With incredible swiftness DeCoster blew off the remaining riders and reeled in Pomeroy. The battle many felt could be a real thriller was only short-lived. They exchanged lines for a few turns and then, once again in The Grove, DeCoster passed Pomeroy just as they entered the left, with the little tree along the outside that almost cost The Man his victory.

But the war was not over. Running in third, Gerrit Wolsink received the signal from his mechanic that he must pass Pomeroy in order for DeCoster, his teammate, to win the overall. Suddenly he was burning up the track at an amazing pace. Not since the USGP at Carlsbad had anyone here seen Wolsink go like that.

Standing in The Grove you could see him engage Pomeroy on the next long slope. They passed, passed again and repassed, providing a ballet of mud and speed for the delirious fans pressed against the fences. A lap later the dentist had a good cushion on Pomeroy and resumed his standard Trans-AMA race pace after a long brodie on the wrong side of the berm leading to The Grove.

Getting a signal from his pits that victory was assured, DeCoster's face regained its expression of relaxed concentration like a cobbler making a boot, displaying the confidence of a man who has won four World Titles in this most demanding of sports.

250 SUPPORT

Local hot-shoe Bob Rutter, riding a Bultaco, holeshot the first moto and wheelied away, giving hometown folks something to cheer about. But veteran Tim Hart had closed the gap in the late laps after coming from a poor start. Since the wet weather showed no signs of letting up, it was accepted that Hart would win the second heat — which he did — using the experience of many years to throttle his factory Yamaha YZ250 to the overall victory. A smooth and calculating ride sent new factory Can-Am rider Buck Murphy into second ahead of Rutter.

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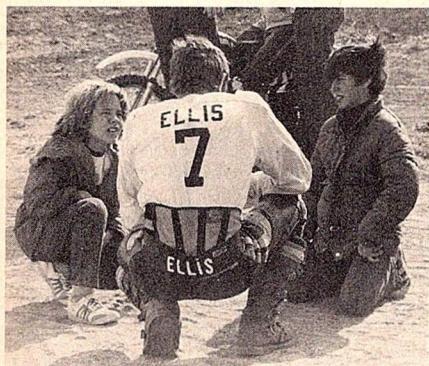
Cont'd. from page 31

delicate engines. For a few terrifying moments Dave Arnold was unable to free the piston pin from Smith's Honda in order to replace the fatigued piston that he knew would never last the second moto. A prayer and a few shots with a heavy mallet, however, saved the day for Team Honda.

In the second moto it was Wolsink winning the start, with Smith leading DeCoster in the pack. DeCoster passed Smith quickly but the 125 National Champion clung tenaciously to DeCoster's line and followed him through the pack. DeCoster took the lead from Wolsink at the halfway point, leaving Smith behind to battle with the dentist for second. Showing astounding poise and concentration, Smith battled Wolsink in the dust for several laps, finally wresting second place and the overall victory from Team Suzuki.

After the race Smith was so stunned by his victory in this prestigious event that he accepted his trophy and the traditional kiss from the trophy girl still wearing his helmet and gloves.

DeCoster was philosophical about his defeat at the hands of this upstart youngster. "He took many risks," observed the Champion, "but when I was 18 I also took many risks."



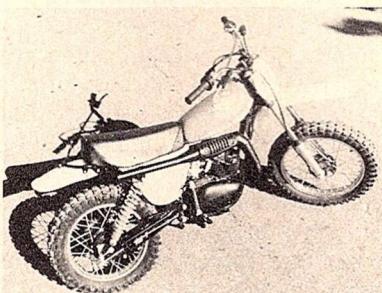
Ellis collects his fans at every track.

250 SUPPORT

Jim Ellis once again raced his Can-Am to a double win, coming from behind in both motos to overtake and pass Honda's Rich Eierstedt for the victory. John Savitski, the Bultaco hot-shoe from Pennsylvania who's been roosting on the big shots when his wild style puts him in front, finally ate it hard enough to break a bone in his arm.



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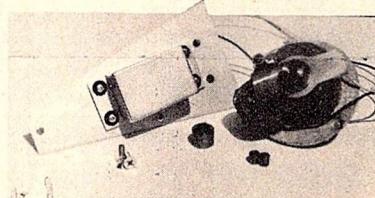
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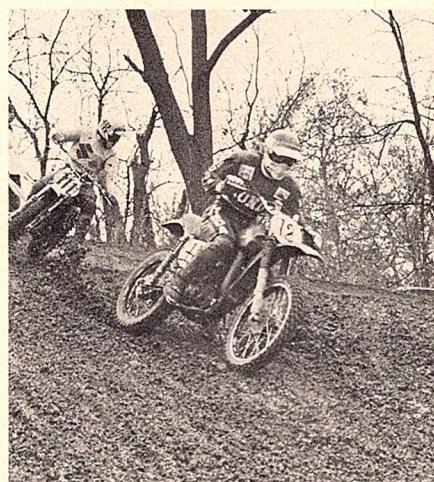
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MISSOURI

Cont'd from page 41

the day, Stack had loaded up the Maico, dried off and was ready to head on home for Texas.

Smith got the second holeshot again, keeping his record intact, but Jim Pomeroy quickly got by for the early lead. DiStefano moved out after Pomeroy, with Kent Howerton, Wolsink, Pierre Karsmakers, DeCoster and Jim Weinert strung out behind. Smith's fade, caused by a suddenly sacked suspension, was almost as quick as his start. Soon DeCoster made his move, charging from seventh to fourth in one lap, then gradually whittling at the leaders' margin. As the champion moved up, DiStefano and Pomeroy were passing and re-passing one



another, but all they were doing was keeping first place warm for Roger. At the 20-minute mark DeCoster began to close rapidly, picking off Wolsink and putting pressure on Jim and Tony. At the 35-minute mark, Roger moved by DiStefano, and a minute later he picked off Pomeroy for the sweep. His finish, coupled with Tony's third and Wolsink's fourth, gave Suzuki a three-bike sweep of the class.

In the Support Class, Jimmy Ellis, Mike Runyard and Buck Murphy combined to give Can-Am the same Monday morning advertising punch that DeCoster and his teammates had given Suzuki. Trading off the top positions almost at will, the three had a lock on the class. Rich Eierstedt and Rick Burgett were the only non-Can-Am riders to break into the top three in either moto, and the Can-Am claim to series dominance seemed more complete than ever.



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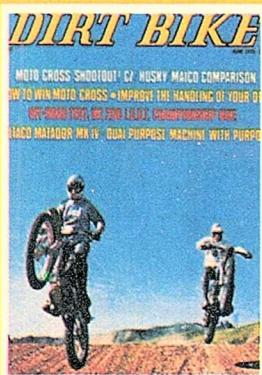
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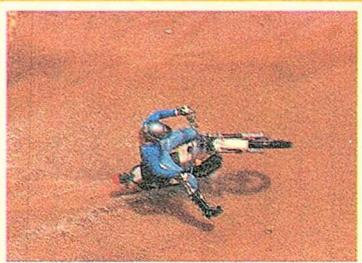
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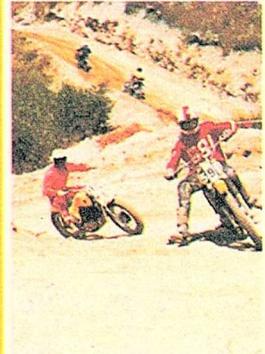
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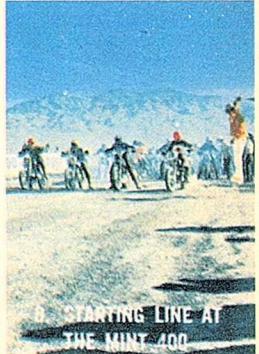


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YAMAHA MX125C

Cont'd. from page 51

to get the job done. The MXC will skitter on a bumpy surface, especially when you're setting up for a turn, but each time the tires take a bite they deliver enough of those "good traction vibes" to calm your brain and keep you on the gas.

The skipping suspension, combined with all that deluxe power, means that this bike has a definite limit, one which any reasonably skilled rider can reach. And that means that every once in a while you'll be doing one of those radical fourth-gear rail shots along the outside of a sweeper (something that's a great deal of fun on this bike) and the front wheel will suddenly take a wash. This is when motocross gets thrilling. You're sitting on the tank, backing it in, with your right leg out as far as it will go, and your front wheel suddenly feels like it's running on linoleum. Your brain takes a 50-amp shot of pure terror. Your muscles tighten, you . . .

In the old days, this is when you would kiss your "better machine" good-bye. But the new MX125C is definitely a better machine, because after it tickles your alarm centers to see if you're awake, it gives you back the handle so you can save it. We used to call a bike like this "forgiving," but that was before we found out that a really *good* bike doesn't get you into trouble in the first place. Save the little Yamaha this way a few times, and you start to develop a technique for breaking the front wheel loose, even in the hairiest turns.

After you grow familiar with the adhesion limits of the front wheel, you begin to really jam it into the corners hard. Ninety-nine times out of a hundred you'll come out smack on your line in a sweeping cross-up, roosting all over the opposition. But every once in a while the limit shows up, and the back end comes around as though you'd just run over a frog.

Which is to say that this is the perfect bike for the beginning motocrosser. It's not so overly radical as to scare a new rider, but it's not so toady as to get boring after the novice has mastered a few tricks. It is also one of the most easily serviced bikes we've ever tested. The air box is so effective and easy to service that

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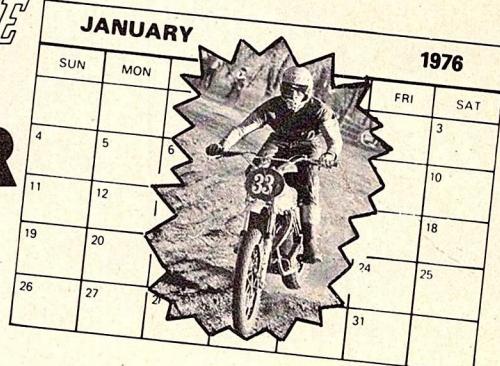
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YAMAHA MX125C

Continued

it borders on being trick. The pipe disconnects forward of the silencer/spark arrestor assembly for easy access to the cylinder. Unlike every other Japanese bike we've tested lately, the MXC had virtually no spoke problems. We tightened them once after break-in, and never again had to touch them. The wheels required only occasional adjustment.

The engine, too, seems dead reliable. We like Yamaha's recommendation of frequent piston replacement, because it teaches the new racer the all-important basics of good *engine maintenance on race machinery*. But just to see what would happen, we left the original piston assembly in for three test sessions and a race. Other than things sounding a little loose, there was no damage. Still, we don't recommend this procedure to the owner/racer.

As a matter of fact, during our entire test of the MXC the only problem which surfaced was a slight crack in the gas tank seam — not

unusual on any machine. Thus, the bike seems likely to maintain its reputation for durability, while building a new one for competitiveness. Can't beat that.

There are a lot of new people who are going to get interested in motocross this summer. For them, the Yamaha MX125C is the perfect choice to go racing on during their first season out. It's fast and reliable, and handles well enough to make the novice happy for a long time. And, if properly maintained, it will last a long time. Our quibbles about suspension can be easily mollified with trick shocks at the rear, and some individually satisfactory package of oil, springs or a fork kit up front. Some riders won't even feel this is necessary and will leave their MXCs stock. The stock bike will handle anything you can put it through up until the time you feel you've reached a skill level which demands a more sophisticated mount. So if you're a new racer looking to invest in a motocross bike for the summer wars, at \$890 (f.o.b. West Coast — \$897 f.o.b. East Coast), the Yamaha MX125C just could be the best deal around. **W**



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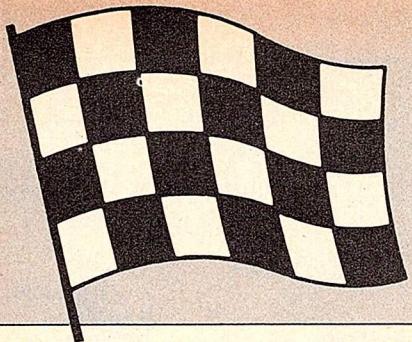
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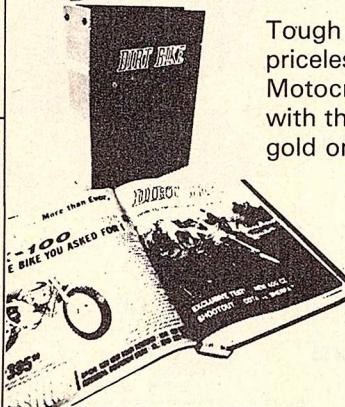
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Cont'd. from page 58

be able to pick lines at Whitney better than any other riders except for Stackable and Howerton, both of whom could be considered "locals," even though they live 130 and 200 miles from Lake Whitney respectively. Steve's familiarity with the track didn't help in this first moto, however; his Maico's chain snapped at the halfway point in the 40 minutes, leaving him as disgusted as he's probably ever been in his young life.

Toward the end, the moto droned on as the riders strung out. Smith's lead was as secure as a lead could be with two highly paid Suzuki riders a few dozen feet behind. Nonetheless, he started to pull some swell cross-ups on a tricky downhill jump, possibly out of boredom. An amateur photographer clicked away at Marty, then asked, "Why is he doing that? Does he have to cross up like that or is he doing it for fun?" No one in the cluster of people at the bottom of the drop-off knew for sure, but someone ventured a pretty good guess: "You're standing there with a camera, aren't you?"

Smith's brilliant first moto win was, unfortunately, the only bit of glory he saw that afternoon. On the first lap of the finale his Honda's front tire went flat. He rode as fast as a human being can ride on a flat tire, but could only finish 15th, which gave him a creditable sixth overall.

Three riders dominated the second International moto: Lackey, DiStefano and Stackable; Brad led, Steve was second, Tony third. The trio provided the best passing show of the day; in fact, they were so

tightly clustered in the first half of the race that it resembled an indoor motocross on a tight track. Tony made the first move, passing Stack for second. Steve followed on the Suzuki's rear wheel for a while, re-passed DiStefano, then passed Lackey. Then Lackey disappeared.

For all practical purposes, the moto was over. Steve stretched out his lead and it was just he and Tony way ahead of everyone else. Neither of them looked like they were working very hard; both are big men who can manhandle their machines into unspectacular but very rapid submission. Steve's Maico sounded like an aircraft carrier, Tony's Suzuki like a Mazda station wagon. Behind, however, were the sounds of riders trying valiantly and sometimes dangerously to catch up. Even steady Kent Howerton, who handles his Husky like the rhinestone cowboy laying it on the sweetheart of the rodeo, fell down in an easy corner. Stackable deserved the win; every misfortune that could happen to someone during a Trans-AMA has victimized him, incessantly.

The Support Class motos deserve mention if for no other reason than Jim Ellis' lopsided win. There were few slackers in this class at Whitney; Ellis had to beat Tim Hart, Rich Eierstedt, Terry Clark, Steve Wise, Tommy Croft, Mike Kessler, Mike Runyard, Buck Murphy and the crazy hairdresser from Amarillo, Texas, Mark Harrington. That Ellis boy might have a future in motocross. If you'll remember, during the '74 Trans-AMA Marty Smith and Kent Howerton were having it out. Some say Jimmy's picking cherries on his way up the Stairway to the Stars, but in bad company like that the cherries come few and far between.

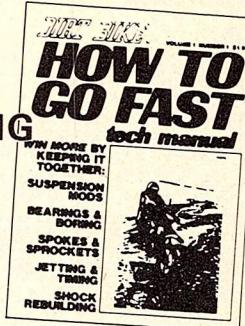
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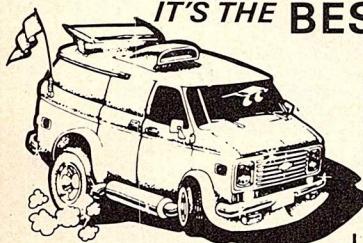
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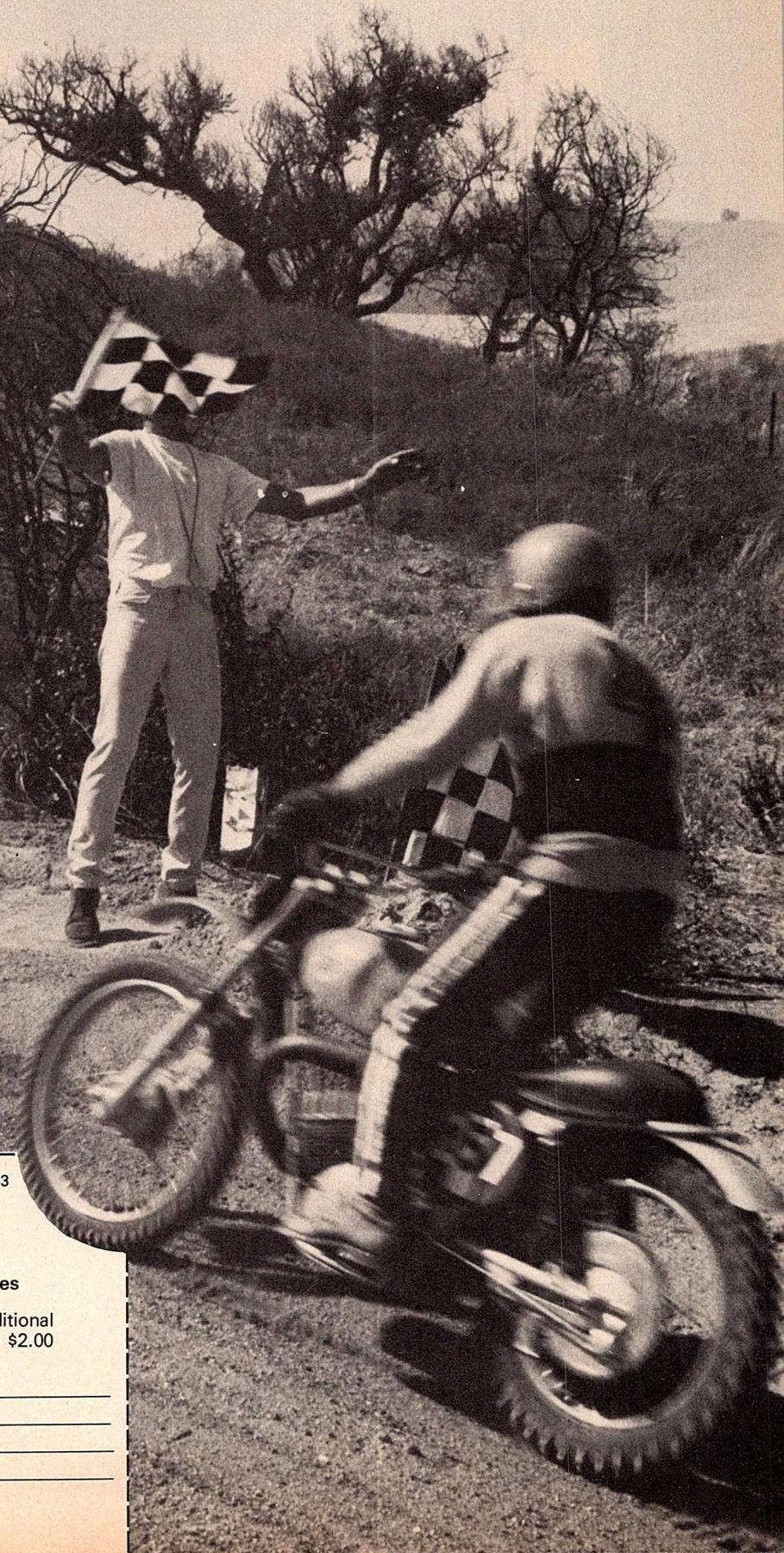
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